

Old BIKE

A U S T R A L A S I A

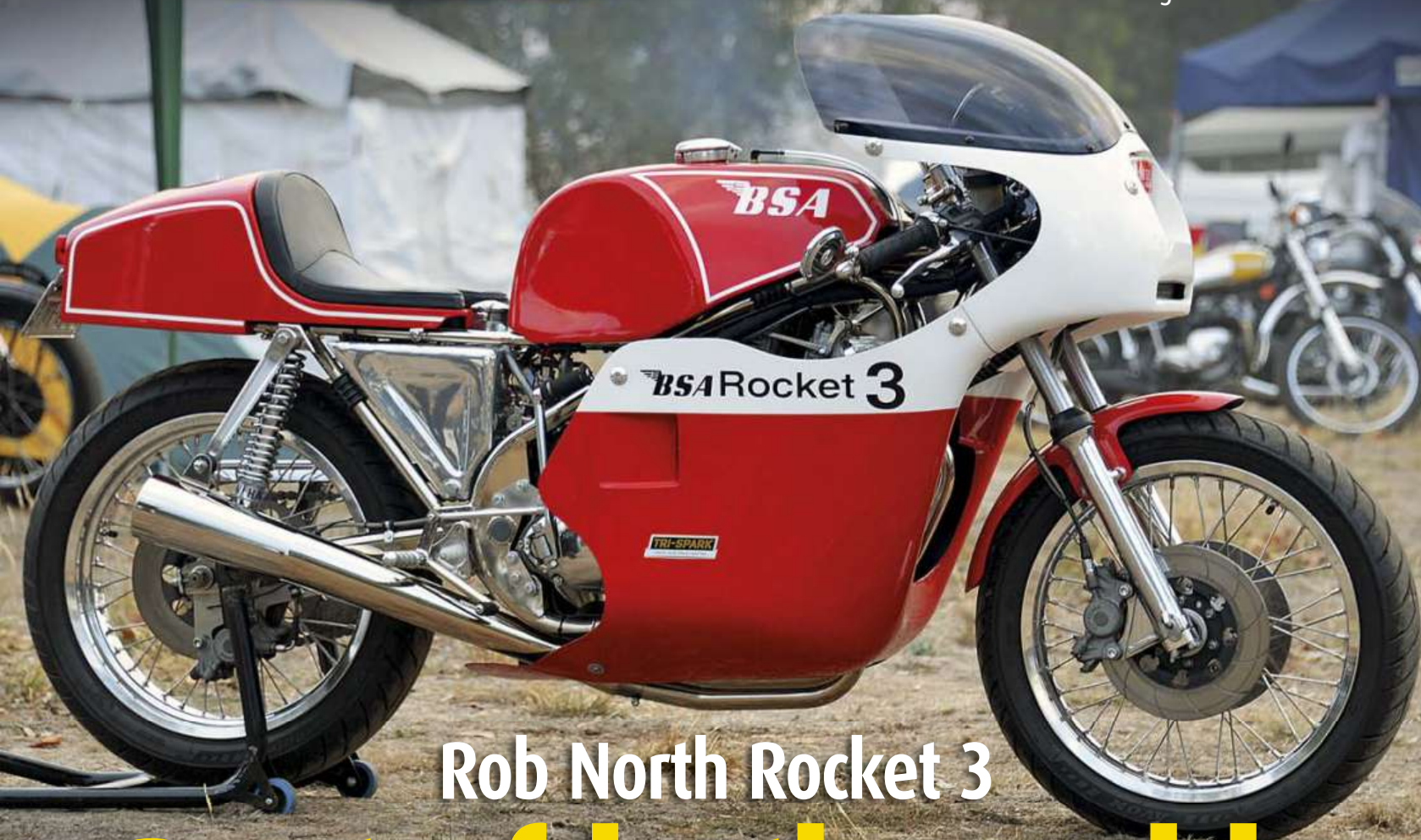


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Kawasaki H1 500 1973. This bike kicks over with good compression and is the perfect easy restoration project. These are getting hard to find in original condition like this. VIN # H1F-15387 \$5950.00



Honda 650 Nighthawk 1983. This is a low mileage example in very nice condition. These are an excellent motorcycle and look great. VIN # JH2RC1307DM011647 \$6950.00



Honda CB400 Four 1975. This is a very nice example of this very popular model. The CB400 Fours are a delight to ride and this one is will not disappoint. VIN # CB400F-2002598 \$6950.00



Kawasaki G90 1974. Here is an excellent low mileage Spring project for a tidy up. Runs nicely. VIN # GA-355796 \$1950.00



Triumph Tiger 100 500 Desert Sled. Straight out of a barn. Based on a 1966 T100SR with a twin carb Daytona head fitted. Motor kicks over and she selects gears. VIN # T100SR.H41397 \$4250.00



Honda CA77 305 Dream 1962. Here we have a very early example of this great model for easy restoration. Be quick for this, they rarely come along as cheaply as this. VIN # CA77E-311454 \$3500.00



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Honda XR200R Enduro 1984. This is a good running example of this very popular Enduro motorcycle. VIN # JH2ME0506EK004603 \$3950.00



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Old BIKE

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AUSTRALASIA

NUMBER 54

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Cautious optimism

In what should be a major boost for owners of historic motorcycles currently registered under the conditional registration Historic Vehicle Scheme (HVS), the NSW Minister for Roads, Maritime and Freight, Duncan Gay has announced that a new system will be trialled, commencing October 1st, 2015. Known officially (at this stage) as the Historic Vehicle Log Book Trial, the new system will be reviewed after two years as part of the NSW Roads and Maritime Services review of the overall Conditional Registration Scheme. The Historic Log Book Trial will allow operators of existing vehicles within the HVS to join the new scheme. These vehicles may then be used for up to 60 days of general use, including club events, maintenance runs and personal use, in each 12-month period. Each day's use must be recorded in the new Log Book, which must be carried with the vehicle. After the commencement of the HVLB trial, new entrants to the HVS may apply for inclusion in the trial, subject to existing vehicle and operator criteria.

Basically, all this means is that clubs in NSW that currently offer their members conditional ("Historic Plate") registration will be eligible to be listed in the new scheme – it is the club that "opts-in" to the new system, not the individual. Each club will need to appoint a plates registrar who will be empowered to approve or reject registration applications from members. Details of the scheme are still being finalised, but will be available from the RMS. New clubs forming in the future who wish to be included on the Approved Clubs List will be carefully scrutinized to ensure they are a legitimate club and not just a bunch of individuals looking for cheap registration. It certainly appears that this will allow for much more liberal use of Log Book-listed vehicles, as is currently the case in Victoria.

What was not detailed in the announcement was the costs associated with the new system, and until these are released, it is impossible to take a stance. Currently, the HVS costs \$57 per vehicle per year, made up of a \$21 administration fee plus \$36 CTP Premium & Levy. Will this increase under the Log Book scheme? It would be mighty unusual for any such move, which naturally involves bureaucratic infrastructure to administer, not to come with some kind of financial penalty. Personally, I am happy with the existing scheme as I only use my HVS-registered bikes on approved runs, but it is common knowledge that there has been a considerable lobby from sections such as vintage car (or even vintage hot rod) owners to be able to use their vehicles for functions such as wedding car hire without paying full registration. This is an entirely different argument from that facing the majority of historic motorcycle clubs. Clearly, bikes at the upper end of the 30-year rule are often quite suitable for everyday use (where the earlier ones generally are not), so we may even see the formation of new clubs specifically for this purpose.

More news as it comes to hand.

JIM SCAYSBROOK

Editor

OUR COVER

Gerard Rowley's

Rob North BSA Rocket 3.

See feature story on P58.

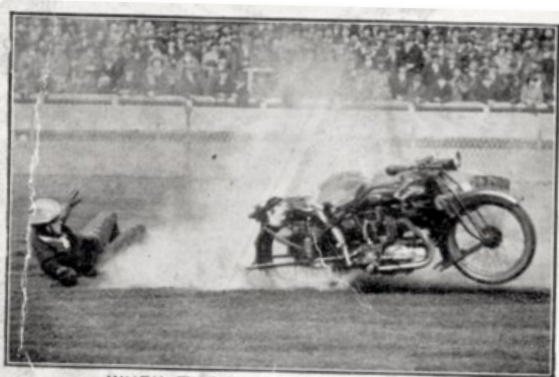


BLOW YOUR OWN

LETTERS TO THE EDITOR



ON THE HOME BEND



WHEN THE BIKE TAKES COMMAND

primitive compared to today's motocrossers but we did have lots of fun, and I am still doing a few miles with smiles.

Bob Crutchfield

Benalla Vic.

What a racket!

I recently acquired this photo, and although damaged, it does show an interesting DKW.

Could it be one of the works split single "kompressor" DKWs brought to Australia by Ewald Kluge in 1937? Unfortunately there is no information on the back of the photo, but as it came from South Australia with several other photos, I suspect that is where it was photographed. Must have made quite a racket with those twin megaphones!

Grant Barrett

Via email.

Kluge's bike (and one of the spare machines) was fitted with swinging arm rear suspension, but the other spare machine was a rigid frame model, as is this one. The rigid was owned by Eric Williams for many years, and at least one of the swinging arm models stayed here, passing through many hands

before disappearing. Frank Pratt also imported one of the later (circa 1938) 'Production' model 250s which were originally finished in black and red, but which he had re-painted in the 'works' silver, just to add to the confusion. Eric Williams has supplied us with material on all the 'Kluge' machines which we hope to publish in the near future. – Ed.

Library material

My name is Brian Dyson, son of Len (who passed away in 2013). I am writing to you as I have a set of *Old Bike* mags from #1 to #40 inclusive that belonged to Dad and have only been read once. I gave them to him in subscription form from day one and, as I have my own set from #1 to current, I would be prepared to sell Dad's set at face value or close to. I don't want to split up unless I absolutely have to. I also have some duplicate books which are also in excellent condition. They are *Motorcycling in the 1930's*, *Motorcycles of the Fifties*, *Motorcycles of the Sixties*, the *Illustrated Encyclopedia of Motorcycles*, the *Illustrated History of Sunbeam Bicycles and Motorcycles*, the *Illustrated Motorcycle Legends Norton*, *Norton Singles* by Roy Bacon and the *Hamlyn Guide to British Motorcycles*. If anyone is interested they can contact me by email at briandyson@dodo.com.au. I would like these to go to a good home.

Brian Dyson

Via email.

Cop shop

Just read your article re the Police Specials and thought you might be interested in the reno I did a few years back. Picked the donor up from dealer in Melbourne for \$2,000. Got the later exhaust from Perth whilst on a business trip. Thanks to Qantas for the free 'excess baggage'! Apart from the

Gasper cards

'Thrillseekers' were cards given free when buying Champion tobacco products in 1929. One shows Vic Huxley ("heading for the chequered flag in a final for the Silver Helmet, after a superb piece of work at the last bend"), while rider of the outfit is probably still recovering! I have read your book *Along for the Ride* a really great read. I started my ride about four years before you in Melbourne. There were just as many characters on and off the tracks then days as what you had in and around Sydney. My first bike was a 350 Matchless with no rear suspension, a very ordinary front end and a big lump of alloy and cast iron in the middle. Very

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Darrel Blakeman's Honda CB750K.

sandblasting, re-coating of the nuts & bolts and the seat cover, I did all of the work (yes, including paint) in my draughty, dusty shed. Came up great and turned many heads. Got the (genuine) lights and siren FREE from the Honda Regional Manager. Love to do another.... Got an RV125 at the moment, just about to get registered for the road and a GS1000C in many, many pieces. Just built a new house, so garage full of 'stuff'.

Darrel Blakeman
Inverloch, Vic.

And more law

My husband Chris saw the Police bike article in your magazine and thought you might like to see pictures of his latest rebuild (right).

Hazel Hikins
Perth, WA

Bankin the pioneer

My reason for writing is to thank you very much for the article on Ellis Matthewman Bankin in *OBA 49*, and in response to an email I sent you (after reading the article a dozen times), putting me in touch with the author of the article, Peter Whitaker, who was most helpful in providing further information for me on this amazing Australian Pioneer of Motorcycling. The Northern Territory Library Service was also extremely helpful.

I contacted my local library to obtain the book on Mr Bankin, by Richard Duckworth, and was lucky enough to get the only copy in the State Library Service of SA, and it had to come from Coober Pedy. I've since tried to purchase a copy but have not been able to locate one. I would urge any reader of Australian Motorcycling History to try and obtain a copy through the various State Library Services. It's a wonderful book and one I re-read



Chris Hikins' beautifully restored Honda 750 Four.

many times in the time I had through the Library System, and I extended the period twice!

Your stewardship of *OBA* has done a great service to Mr Bankin, I'm sure as an avid motorcyclist he would be "chuffed". Well done.

Paul Wells
Nairne, SA.

PS: My brother and I have spent a few years travelling the bush (time permitting of course) where we try and get permission from Local Councils, Landholder etc to clean up/repair old graves. We find many such graves in my book "Where The Dead Men Lie" by Bruce Simpson and Ian Tinney. These are mostly in NSW & Queensland, although we've found many others as well. We've now added Mr Bankin's grave to our list to gain permission and visit next year being ever mindful of the need to be respectful. >



Draggin Jeans
Best Letter

Democracy at work

And the winner is? Yes, it was the Norton Commando, not the Honda 750 or the Kawasaki 900 or the Suzuki GT750. These days many vintage motorcycle rallies favour using a popular vote of the rally participants to judge the best bike in each age category. Invariably, the counting method is good old "first past the post", as there is only one box for you to choose one bike. Rallies are getting bigger and the categories 1965-1975 and 1976-1985 especially so.

Hypothetical scenario: rally of 120 bikes, 100 people vote. The 1965-1975 category comprises 45 bikes. There are four absolute standouts, as reflected in the following voting results: Norton Commando MkII (28), Honda CB750 (19), Kawasaki Z900 (20), Suzuki GT750 (25), Others (8). Yes, the Norton wins but less than one person in three has voted for it.

I believe in these large and hotly contested categories a second box for a second preference should be present on the voting paper. The following distribution of preferences is highly likely: Distribute the second preference of Others (8) and you get Norton 28+3=31, Honda 19+1=20, Kawasaki 20+1=21, Suzuki 25+3=28. Distribute the second preferences of the Honda votes (19) and you get: Norton 31+4=35, Kawasaki 21+6=27, Suzuki 28+9=37. Finally, distribute the second preferences of the Kawasaki votes (20) and you get: Norton 35+7=42, Suzuki 37+13=50. The Suzuki wins. Why? Because we changed the method of voting to one which I believe more accurately reflects the wishes of the rally participants.

These 1970s and 1980s categories are going to be dominated by Japanese bikes, but first past the post voting will invariably split the Japanese vote. A beautiful Ducati, Triumph, Harley etc can come through the field. In our heart of hearts, we all have inbuilt biases and loyalties. I started on Japanese (1968 Honda CB175 and CB350) but have spent the rest of my life riding BMWs. I'm sure many other voters are similarly affected. I like it when another make wins against the Japanese, but the democrat in me asks; is it right and fair?

It is incumbent on all clubs and rally committees using first past the post voting to discuss my concern. If you're reading my letter and agree with me please raise it at your next club meeting. To continue following a practice because it's what we have always done is plainly unacceptable. In the meantime, change is always slow. But here's hoping that an immaculate BMW R90/S can still come through (democratically of course).

Martin Charles
Singleton Classic Motorcycle Club
Bonnells Bay, NSW 2264

BLOW YOUR OWN

Help with dad

My father is the man on the back of the bike in the photo (right), on the pillion. His name was Albert Harrison. He emigrated from Coventry in the UK to Australia in 1926, arriving in April or May that year. He was born in 1901, so would be about 25 in the photo. He was an engineer and moved out to be with relatives, hoping to make a new life. He had several jobs but mainly worked on the construction of the railways across Australia. My mother sailed out to join him and they lived for some time in Coolangatta, which is where I believe the relatives lived. My father returned to the UK in 1930 to be with his wife and two young children (she had returned by ship earlier that year on her own – with a 2 year old and being pregnant with their second child). I do not know who the man on the front of the bike is.

Any information would be greatly appreciated regarding my father, the motorbike, the area, the registration plate area, the other man in the photo etc.. as I am researching our family history and the time spent in Australia is somewhat of a mystery at present. Many thanks...

Iris Clark (age 80)

United Kingdom.

Email: irisclark1935@gmail.com

The bike is certainly an AJS. Can anyone help with more detail? – Ed.



to deliver large drops of oil slowly it struggles to deliver small drops of oil quickly. Also being a fixed rate pump it is not suited to a 2 stroke's need for substantially more oil at high engine speeds. So most riders use a compromise setting, too much (and smokey) for around town and not enough for flat out riding. Attempts have been made to solve this problem but they all run into the fundamental issue of the metal on metal oil seals, behind the main bearings, that need forced oiling.

The later 3 speed gearbox is actually a Velocette gearbox; Scotts bought the design rights when Velocette moved to a 4 speed box. The chain drive to the clutch comes from the left-hand side of the central flywheel forcing the clutch to be mounted inboard of the output sprocket. The clutch release mechanism is nearly as odd as the later Velocette mechanisms.

To start a Scott you close the choke, flood (I really mean flood) the carburettor, advance and retard set halfway and start kicking. It will eventually burst into life, with a little smoke, thrashing primary and magneto chains and a bobbling slightly erratic tick over. Check the Pilgrim Pump is working and pull in the clutch (a new dry clutch rattle is added to the thrashing chains) slip the clutch and pull away. The gear-change is slow but once you are in third there's not much need to change. The ride is taut, you just think your way through corners, very little vibration and the later double-sided front brakes do work well if set up properly – a joy to ride.

Production of Scotts moved to Saltire Shipley (nr Bradford) in 1913 and continued there until 1950. Jeff Clew's *The Scott Motorcycle* is the definitive book on the make, written in 1970 when some of the Scott characters could still be interviewed.

Stuart Francis

New Zealand

There's a Raritee t-shirt waiting for you in your choice of design Stuart – but my guess is that you'll opt for the Scott version! – Ed.

The Norton Motor Trophy

This was a large silver salver awarded at Bathurst Easter Road Races for the Best Performance by a Clubman rider in the 350cc and or 500cc races. I was fortunate enough to win this perpetual trophy in 1959, and had a small replica made at my own cost engraved with the necessary data. However I neglected to record all of the other winners up to that date. I am assuming that conditions changed in later years when Japanese and Italian machines became more common, and the Trophy may have dropped out of circulation. If anyone out there has that information, and for later years as well, I would very much appreciate getting those names to add to my salver. The original was quite large, about 350mm diameter from memory. Thanks if you can help.

Ivan Turnbull

6 Royal Heights, New Plymouth, New Zealand.

Email taranakians@gmail.com



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Scotting about

I thoroughly enjoyed the Scott article in OBA 53; as a long-term Scott owner I have come to truly enjoy my capricious 1946 Flying Squirrel. Scotts can be temperamental; when they are running well they are an absolute joy to ride with terrific acceleration, little vibration, great handling and a fantastic "yowling" exhaust note, but when they are sulking, getting hot and bothered around town, they can be a right cow.

Scotts were never noted for their top speed but they did have tremendous acceleration that left most machines in their wake. The deflector piston twin produced lots of torque at lower revs but ran out of puff at higher revs because of the tortuous route to the transfer ports. It was fortuitous that they didn't need to be revved as the overhung crank didn't like high revs, breaking crankpins, the usual limit was 4000rpm. The Owners Club did produce some special cranks that were safe to 5000rpm for racing.

When Scott owners get together the first subject they usually discuss is oil pump settings and oil. The Scott's Achilles heel is the Pilgrim Oil Pump, designed

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Letters to Old Bike Australasia must carry the senders name, address and/or an email contact. By submitting your letter for publication you agree that it may be edited for legal, space or other reasons. The letters printed here do not necessarily reflect the views or opinions of the editor or staff of this magazine. Letters may be shortened or abridged to fit the space available.



To Hell and back

It was with great interest and sentiment that I read of Rob and Ross's "The Trip" in OBA 53. (The Walla way to Europe). It must have been something in the air in the mid '70s, as I too purchased a 42 WLA (civilian) and set about a trip, granted not of the magnitude undertaken by these two gents, but maybe I got somewhere they didn't (and likely didn't want to!). My plan was to ride from Niagara Falls New York (home) to California, (a bit like Sydney to Perth) and possibly on to OZ? While a BMW never entered my mind I did turn down two brand new WW2 RCAF Triumphs, still crated, for a neglected 1942 WLA, of which we had to dig out from under 3 other motorcycles (from Walter Kohl's, Lockport, N.Y. - you may have heard of him). My Father and I rebuilt the motorcycle in his furniture restoration shop (one of the rare times he stopped his trade) and I then set off with a \$300 bankroll. All went relatively well until I hit 3 days of torrential downpours in Michigan, everything I owned was drenched and I was the proverbial sodden mess. However, when the weather cleared, I did manage to go to Hell (please see photo), Michigan. So whenever I am told to go there, I can honestly say, I've already been there and it's not a bad place, overall.

While skirting Chicago (home of the toll every 5 miles) the bike and I were suffering in the heat and a 45 mph cruising speed does not friends make with commuters. After some distance, a car occupied by 4 young fellows, having a good time, pulled alongside me as if to pass, but they didn't, they kept pace with me, swerving into my lane, back into their lane, repeatedly. Suffice to say by then I was sweating upon sweat at the prospect of something ominous happening (I'd seen Easy Rider and I didn't like the outcome!). This game of dodge-em reached its fever pitch when I had nowhere to go and the car came way too close for my comfort almost touching my crash bars, with my hands clenched to the handle bars awaiting impact, expecting the worst, wondering what my obituary would say...and then, suddenly, the car's passenger side window rolled down, an arm reached out the window and there, in a clutched fist, was an ice cold beer-being passed over to me! I can honestly say, some 40 years later, that was still, by far, The Best Beer I've ever had! (yes, I pulled over to drink it). My WLA is still with me and although I now own several BMWs, were I to consider a trip of any magnitude, the WLA would still be my first choice. Although my WLA and I had to cut our trip short, we did finally make it to OZ, some 35 years later.

Thank you so much for a continued excellent magazine and I tip my hat to, Rob and Ross and their Trip. I think I can safely say, "I get it".

Bryan Fowler
Oakdale, NSW ■

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Hillview Error

In the last issue was the story I submitted regarding the Hillview Short Circuit at Muswellbrook. I mentioned that the 1960 Australian Titles were conducted over two days of the Queen's Birthday weekend in June. However this is not correct as the titles were on the Sunday only. There was a general meeting conducted on the Monday and one source tells me that it was a Restricted meeting for those members of clubs within Northern Centre, that is Newcastle and surrounding region. Also I said that Norm Fraser was a member of Lyons club, when in fact this should have been Lakes. Thought that I should rectify these errors before editor Jim gave me "the sack".

Nabiac Automotive Swap Meet

This swap was again held in good clear weather with a number of traders occupying some 160 sites from noon Saturday. The buyers came in from 7.00am Sunday and appeared to be a good mixture of car and motorcycle enthusiasts. Site and admission fees as well as the catering raised around \$7,500. This brings the total amount since the inaugural swap in 2003 to over \$55,000 raised to date for Camp Quality.

Shannons Insurance had a semitrailer present

with some 375 people passing through. The Show and Shine had some sixty cars and about 40 motorcycles from local and Newcastle based clubs.

For 2016 we are examining the possibility of having an auction conducted for both car and motorcycles but not parts. Interested parties who may wish to lodge vehicles can contact me so as we can assess if this is going to be a viable idea. I am also in negotiation with a tourist bus operator to determine if it is possible next year to convey both car and motorcycle enthusiasts from Melbourne to Nabiac.

Additionally if any reader has access to a bus or even a 20 seater rental bus we would like to organise a similar contingent from the Brisbane area. Contact me if you wish to obtain a seat in these buses.

Laidley Motorcycle Swap Meet

This swap, which was previously the Gatton Swap, will again be held on the 24 & 25th October, 2015. For vendors, gates to the showground open at 4.00 pm Friday and 5.00 am Saturday. Site fees are \$5 and \$10 per person and bookings are not required. Buyers in at 6.00am Saturday and Sunday with \$10 admission fee for the two days. Each person entering is provided with a numbered armband. This I.D. is required to win the prize drawn at 11.00 am Sunday. This year the prize is a 650 unit Triumph.

This is a 1971 model machine which has low mileage since a rebuild and is fitted with Boyer ignition and Mikuni carburetors. You have to be present to win and last year there was four numbers drawn before a winner was awarded the machine. A Bike Show will be conducted 8.00am to 10.45am on Sunday. This is open to club eligible machines only. The classes are for pre 1930, 1945, 1962, 1972, 1984 and competition motorcycles.

Issue 52: Unusual AJS engine number

I previously asked about the AJS crankcases stamped with a rather unusual engine number DR026008CAL. AJS enthusiast Luke Wise contacted me and gave an explanation as he had previously read about this type of number. It transpires that this would have been a new set of replacement cases which initially would not have had an engine number. He explains that DR stands for Department of Roads, then the numbers after which are the letters CAL for the State of California. As this is where those cases were located then I have no doubt that this is a logical explanation. ■

See you next issue,
Pete

You can get in touch with Pete at...

cob.smith@bigpond.com

or call (02) 6553 9442 after 7.00pm

This brings the total amount since the inaugural swap in 2003 to over \$55,000 raised to date for Camp Quality.



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Buzz Box

OLD BIKE NEWS



Big changes at the Burt

The Burt Munro Challenge celebrates its 10th anniversary in 2015, and will be held from Thursday 26 – Sunday 29th November.

The big news is that the street racing which in past years has been held at nearby Wyndham, will now be staged in Invercargill. The City Council has agreed to close off part of the city to create a roughly rectangular circuit incorporating Bill Richardson Drive near the Waihopai River, with good competitor and spectator access. The popular Burt Munro Challenge Rally will again be based at Oreti Park, Dunns Road, Otatara, Invercargill, with an entry fee of \$75. The non-stop program features a Hill Climb at Bluff, Supercross at Oreti Plains, Beach Racing at Oreti beach, Road racing at Teretonga, Speedway at Oreti beach Speedway, and winds up with Sunday's Street Races.

The Southland Vintage Car Club is also holding a motorcycle exhibition at Otatara School Hall on the Friday and Saturday (27th & 28th November) with over 80 Veteran, Vintage and Classic motorcycles on display. This year will feature HarleDavidsons, and the local Harley agents, McIver & Veitch, will have the latest models on show. For more information see... www.burtmunrochallenge.co.nz ■



Everyone's heading for the 10th anniversary Burt!

• BURT MUNRO CHALLENGE • BROADFORD BIKE BONANZA •



Shawn Giles with his title-winning Suzukis. Heading to Broadford next Easter.



Penrite Broadford Bonanza 2016

More stars and Superbikes galore

Three times Australian Superbike Champion Shawn Giles is the latest big name to announce he will be heading for Broadford next Easter.

Giles won three Australian Superbike Championships in succession from 2000-2002, riding for Phil Tainton's factory-supported Suzuki Team. At Broadford Shawn will ride his 2002 title-winning GSX-R1000 which he now owns. Since retiring from open class racing at the end of 2010, Shawn has kept his hand in riding Suzuki Katanas in Historic Racing for the Adelaide-based TBR team with great success. "The Broadford Bonanza sounds like a great weekend, with none of the pressure of racing," Shawn said. "I have all three of my Championship Suzukis; two are in the National Motor Racing Museum at Bathurst but the other will be ready for Easter with a bit of work."

Following the announcement that Dirt Track Superstar Chris Watson will appear at Easter, another Dirt Track legend is set to pull on leathers for the first time in many years. Keith Davies, who has five Australian Short Circuit titles to his name, will be reunited with the Godden Weslake on which he won the 1975 Unlimited Championship at Griffith, NSW. The bike is now owned by Rod Dunn, who has restored the famous red-framed slider. "I won my 1973 title at Seymour, which is just down the road from Broadford, so it will be a nostalgic trip back next Easter," said Keith. "Rod Dunn has the Godden looking good and it will be great to get back on it again for a few laps of the Dirt Track."

Bonanza committee member Michael Pettifer has been scouring the country for former Superbikes and has turned up an amazing array which are confirmed to appear at Easter. "Peter Howes has the ex-Honda Australia RC30 and RC45 bikes, and Don Stafford will be bringing his Yamaha YZF750SP and FZR1000. Former Tasmanian Scott Stephens reckons his Kawasaki 1000 Mk2 will be ready, and we should have the title winning ex-Marty Craggill ZXR 750 and the ex-Andrew Pitt ZXR 750. Two ex-factory VF860 Hondas will be there – the ex-Andrew Johnson and ex-Malcolm Campbell bikes, and the list grows by the day," said Michael.

The 2016 Penrite Broadford Bike Bonanza takes place at the State Motorcycling Complex on Easter Saturday and Sunday, March 26th and 27th. For more information contact Peter Drakeford on (03) 9684 0515 or 0422 299003 or email peter@ma.org.au



Keith Davies winning the 1973 Australian Short Circuit title at Seymour, Victoria. (Photo by Gary Reid)



The 1936 Earls Court Brough Superior SS100. Not cheap!

Aussie Broughs headline Bonhams sale

A collection of Brough Superiors from the estate of the late Sydney-based collector Gary Ross go under the hammer at the annual Bonhams Stafford sale in UK on 18th October. Highlights include several outstanding SS100s, including a 1926 Brough Superior 980cc SS100 Alpine Grand Sport, dismantled and offered for restoration, estimate £120,000-160,000, and a 1936 Earls Court Motorcycle Show Brough Superior 990cc SS100, estimate £210,000-240,000.

"This year's Autumn Stafford sale features an extraordinary selection of mighty Brough Superior motorcycles," said Ben Walker, International Director for Bonhams Collectors' Motorcycles. "We've flown the fantastic Sydney based motorcycles some 9,000 miles to be in the Bonhams sale. The late-owner was an enthusiast and a true connoisseur, and we are delighted to be offering for sale these tremendous projects – it is an unprecedented opportunity for motorcycle collectors."

"Leading the sale is the beautifully preserved 1936 Earls Court Motorcycle Show Brough Superior 990cc SS100, estimated at £210,000-240,000. Presented in excellent working order, it received extensive mechanical refurbishment in 2013, whilst maintaining its beautiful patina, and has been used by both the current and previous owner on touring trips around England and Wales. 'FFC 474' had covered an indicated 75,000 miles when the current owner purchased it in 2012. After its restoration, the motorcycle has been enjoyed extensively, covering an additional 3,000 miles of open-road touring."

For further information on Bonhams motorcycle department visit: www.bonhams.com/motorcycles

More jewels from Bonhams

As well as the much-anticipated Australian Brough Superior collection, an additional Bonhams sale at the Stafford County Showground in UK on 17th October will showcase an incredible single-owner collection of 60 rare motorcycles. The "Lonati Collection" consists mostly of American machines, including examples from Harley-Davidson, Indian, Pierce and Excelsior. The collection is offered from the family of the late Tiberio Lonati, Italy-based CEO of the Santoni Group.

"This is an incredibly rare find; 60 fantastic collectors' motorcycles, all carefully stored in the Brescia-based private museum of entrepreneur and CEO of the Santoni Group, Tiberio Lonati," said Ben Walker, International Director for Bonhams Collectors' Motorcycles. "Mr. Lonati loved what motorcycles represent, 'complete freedom', the open road, something highly synonymous with US motorcycle marque, Harley-Davidson – which is perhaps why he had so many."

Stored in an astonishing private museum of motorcycles, the prized collection celebrates American marques from across pivotal points in motorcycle manufacture.

The Lonati Collection began with Tiberio's son, Francesco, who has a great love for motorcycles. Soon Mr. Lonati expanded to a vast 60-motorcycle collection, all housed in a private museum at the Santoni factory in Brescia, Italy. The collection includes a variety of marques and models, including a 1916 Henderson 1,000cc Model F, estimate £30,000-40,000, 1911 Flying Merkel 500cc 'Racer', estimate £16,000-20,000, a 1920 Harley-Davidson Model J, estimate £18,000-24,000, and at one-hundred years old, the 1915 Thor 1,000cc Model U, estimate £25,000-28,000. Others include a 1910 Pierce 688cc Four, estimate £60,000-80,000, and a 1930 Indian 1,265cc Model 402 Four-cylinder Combination, estimate £40,000-50,000. ■



1910 Pierce 688cc four cylinder, estimate £60-80,000.



1915 Thor Model U 1000cc.



Stephen Kairl is among the favourites for the hotly contested Period 5 350cc Championship at Mallala.

Mallala set to fire up

A bumper entry of 324 machines has been lodged for the 2015 Australian Historic Road Racing Championships at Mallala, SA on October 8-11.

Both the premier solo classes, the Period 3 500 and Period 5 Unlimited, have grids of 25 entries in both cases, the current champions – Jack Wright and Cam Donald respectively – will be there to defend their titles. In addition to his 500cc Manx Norton, Wright will also ride John Trease's rapid Harley-Davidson in the Period 3 Unlimited, where he will face stiff competition from David Woolsey's Triton and local Joe Ahern's Norton twin. Unfortunately Rob Phillis will be a non-starter due to the injuries he suffered at Phillip Island on August 30. Sidecars will also be well represented, with a total of 23 entries across the P3, P4 and P5 classes. The biggest single entry is for the Period 5 350cc, where a field mainly comprising TZ350 Yamahas will battle it out. Organising secretary Danny Ahern says he expects the program will contain 54 races across the weekend's two days of competition, with practice and qualifying on Thursday 8th and Friday 9th of October. ■

Old
BIKE
AUSTRALASIA

See or 'What's On' listings on page 113 for more rally/event dates and information.

New VJMC Rally HQ

The 2016 Vintage Japanese Motorcycle Club (VJMC) National Rally, to be held from 4-6 March, 2016 in the Canberra region, has a new HQ; the Capital Country Holiday Park (CCHP).

CCHP are able to provide a range of accommodation features and will cater for the Annual Dinner (on-site) and provide a venue for the VJMC AGM.

Rally coordinator Phil Dawes says, "We will commence the Rally with the usual welcoming BBQ on the Friday afternoon/evening at CCHP, followed by a pleasant ride on Saturday morning culminating in the 'Show-n-Shine' at the National Museum of Australia (NMA) for the balance of the Saturday afternoon. Our friends at the NMA will again allow us to use their facilities for the 'Show-n-Shine' and judging. VJMC members and guests will be entertained at our Annual Dinner on the Saturday evening and the Rally will conclude on Sunday with a series of rides through the Southern NSW countryside. Our usual 'wind-up' BBQ will see members and guests bid their farewells and depart for home on Sunday afternoon. We are expecting larger numbers than the 2015 Rally and the Organising Committee is hard at work trying to emulate last year's 'performance'".

The Capital Country Holiday Park is located at 47 Bidges Rd, Sutton NSW 2620 (adjacent to the Federal Highway). Ph 02 6230 3433, email: bookings@capitalcountryholidaypark.com.au ■



Yamaha legends were kept busy signing commemorative posters.

Yamaha's 60th party rolls on

The first event in what is scheduled to be a six-month rolling road show to celebrate Yamaha's 60th birthday took place at in August at Chris Watson Motorcycles, Cessnock, NSW. A host of Yamaha legends were in attendance to greet the crowds and to sign a limited-edition poster featuring Mr Motocross champions Stephen Gall and Craig Dack, enduro legend Geoff Ballard and road race stars Kevin Magee and Kevin Curtain. One lucky visitor went away with a free special 60th anniversary TT-R50E, and over 300 people enjoyed a free sausage sizzle, live music and other attractions on the day. The show also featured a display of significant bikes including Gall's very first YZ250A, an original DT1, the V4 RZ500, and Kevin Curtain's Formula Oz-winning YZF-R1. The 60th anniversary show continues throughout Australia and concludes at the 2016 Penrite Broadford Bike Bonanza at Easter. ■

Attention Cleveland collectors

Melbourne-based Mossgreen has an interesting motorcycle listed for its auction on Sunday 18th October, which also includes the Billy Lamont collection that we featured in our last issue. A 1919 Cleveland two-stroke, which came to Australia in 2104 from the California-based Mike Doyle Collection, will be auctioned with an estimated range of @24-26,000. The auction takes place at 935 High Street, Armadale, opposite Mossgreen's Melbourne Headquarters. Mossgreen's Catherine Davison said, "An older restoration, the Cleveland presents as an honest, original example, in running order and comes with a State of California Certificate of Title. Weighing in at just 68kg, these became a well respected bike for women." For more details call Mossgreen on (03) 9508 8888. ■



See a mouth-watering line up of MV Agustas at Motorclassica.

MV Agusta celebrates 70 years at Motorclassica

Around 20 significant MV motorcycles will form a special display at the up-coming Motorclassica Concours d'Elegance and Classic Motor Show, which will be held at Melbourne's Royal Exhibition Building from 23-25 October. The MV Agusta display will celebrate the company's 70th anniversary and will showcase their very first 98cc production model, together with their very latest machine, the Brutale 1090 RR Corsa. As well, more than 50 motorcycles will compete in the Australian International Concours d'Elegance, along with a special display from classic dealer Classic Style of Seaford. The Vintage Enduro Riders Association, Classic & Custom Japanese Club, Lambretta Club and the Penrite Broadford Bike Bonanza will also stage displays. For more information see www.motorclassica.com.au ■

THE AUTUMN STAFFORD SALE

Including The Gary Ross Collection
and The Lonati Collection of American Motorcycles

The Classic Motorcycle Mechanics Show
Saturday 17 and Sunday 18 October 2015
Sandylands Centre
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THE GARY ROSS COLLECTION



1926 BROUGH SUPERIOR 986CC SS100
'ALPINE GRAND SPORT' PROJECT
£120,000 - 160,000



1927 BROUGH SUPERIOR 986CC SS100
'ALPINE GRAND SPORT' PROJECT
£120,000 - 160,000

from the

THE LONATI COLLECTION



C.1915 THOR 1,000CC MODEL U
£28,000 - 35,000



1916 HENDERSON 1,000CC MODEL F
£30,000 - 40,000

Bonhams



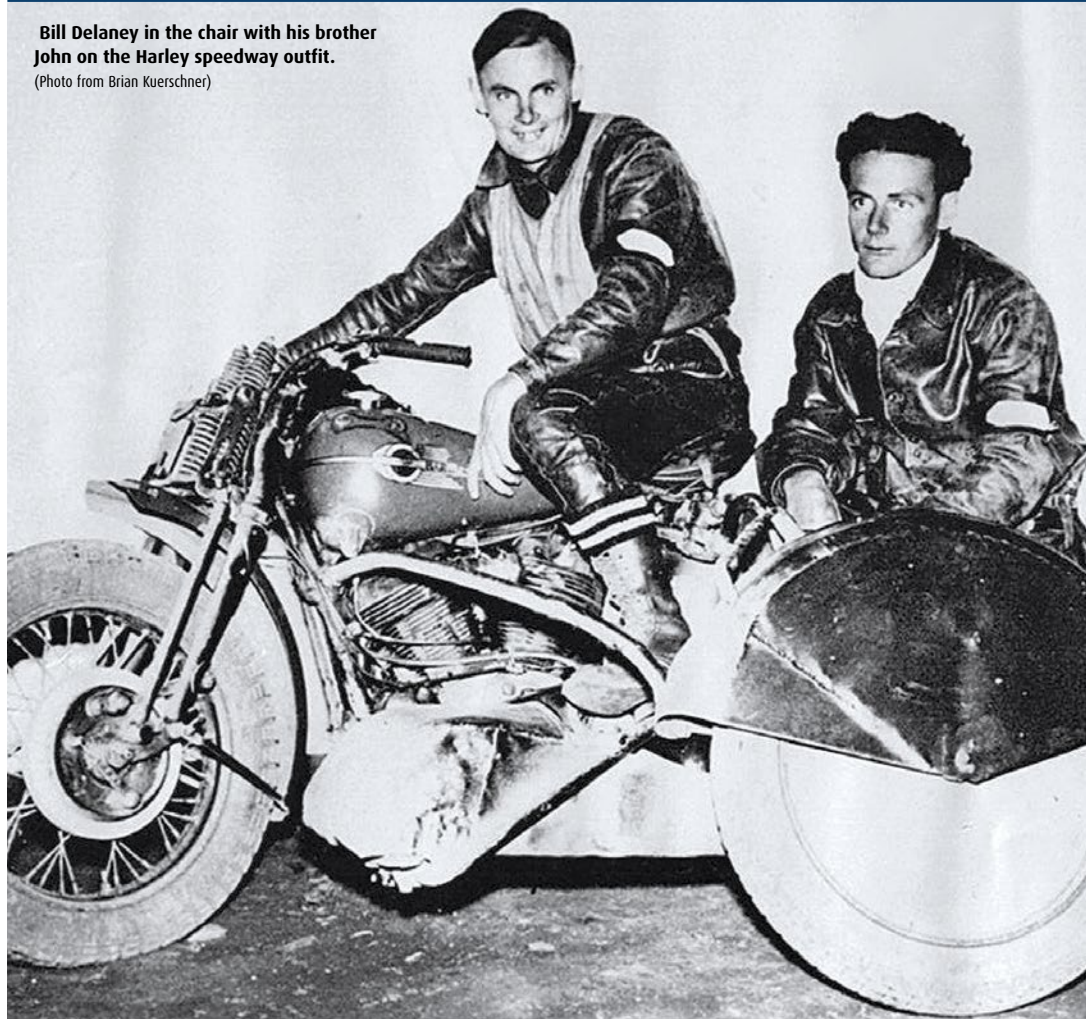
Being a speedway promoter is a tough life. **OWEN BATEMAN**, who passed away on July 19 at Ulladulla on the NSW south coast aged 84, came into the business in 1969 when long-time promoter of the Sydney Showground Speedway John Sherwood retired.

Bateman became a director of Empire Speedways, along with Mrs Gloria Little, second eldest daughter of the legendary promoter Frank Arthur who managed both Sydney Showground and Brisbane Exhibition speedways at various times. He lived and breathed for speedway, except for Sundays, his day off, when he indulged his other love, yachting. Bateman did everything from organising the program to driving the grader to prepare the track surface. He was also a major sponsor of speedcar legend Johnny Stewart. Prior to becoming a promoter in his own right, Bateman was an advertising sales executive at the Sydney Daily Mirror newspaper where he managed to convince WD & HO Wills to become involved the sport via initial sponsorship of what became the highly successful Craven Filter National Speedcar Championship. Bateman was also a selector for the popular and prestigious solo test match series. Well before all this, Bateman was an aspiring motorcycle road racer, riding an ex-Jack Ahearn Manx Norton and later a Vincent HRD at Bathurst and Mt. Druitt until injuries from a crash at Mt. Druitt forced him to quit. Born in London, Bateman came to Sydney aged 9 and became involved in speedway when he worked for Lionel van Praag at the Sydney Sports Ground. He soon became involved in the administration of Cumberland Oval at Parramatta and at nearby Westmead Speedway, and later at the fledgling Liverpool track. Bateman promoted the Sydney Showground Speedway for ten years, but in 1979 was out-bid on the lease by Queenslander Ron Wanless. Following the death of his wife Iona, Owen moved to Ulladulla to be near his brother Neville. ■

(Thanks to Peter White for background information)

Bill Delaney in the chair with his brother John on the Harley speedway outfit.

(Photo from Brian Kuerschner)



South Australia lost another of the dwindling group of riders and passengers who commenced their racing careers immediately after WWII when **BILL DELANEY died in the Flinders Medical Centre on July 29th at 89 years of age.**

In 1943 just before he was 17 he joined the Royal Australian Navy and spent three and a half years, mostly on the destroyer HMAS Quickmatch in action with the British Pacific Fleet against the Japanese forces.

After discharge in 1946 he went back to his old firm of Wormalds and continued there rising in seniority for 50 years.

His interest in motorcycle competition began helping his older brother John with his 1000c.c. pre-war overhead valve Harley Davidson in the Senior Clubman's event at the first road race held at Woodside. Bill saw that the big machine was always going to be a handful and convinced John to fit a side car and success was almost immediate with Bill as passenger with a win and lap record at the next Woodside meeting in October 1947. In 1948 a new circuit at Marion was used for a championship meeting using public roads but a bad accident left Bill in hospital with a broken collarbone. By this

time many of the top sidecar riders were altering their machines and competing at the relatively new but very popular Kilburn Speedway North West of Adelaide where they could ride every Friday night during the summer months. For a while the brothers rode an 875 J.A.P. outfit at Kilburn belonging to Nip Kuerschner senior, father of V.M.C.A.S.A. Vice President Brian (Nip). John then decided to take time off from racing for a while but Bill still had the lust and became a freelance passenger for such leading riders of the time as Jack Prime, Ron Anderson and Len Dyson. Bill's claim to notoriety was at a season ending "passengers" race that he won riding Jack Prime's Vincent but crashed into the safety fence after receiving the chequered flag.

Bill joined the Veteran Motor Cyclist Association South Australia and rarely missed a monthly luncheon at the Morphet Arms but as his health began to fail he relied on his good friends to pick him when he could no longer drive himself. He began to spend more time at the Repatriation Hospital until about a year ago he was forced to enter into care at Resthaven Marion, not far from the old Marion race circuit. ■

(From Alan Wallis O.A.M.)

Superstar of the 'seventies WARREN WILLING lost his long fight with cancer at 1am on Saturday 5th September.

Warren had been hospitalised for many months, but never lost the fighting spirit that saw him rise to the very top not just as a rider, but as one of the world's foremost Grand Prix engineers. Warren's racing career began in a modest way on his self-tuned Suzuki T20, but it was the Easter Bathurst meeting in 1974 when he exploded into the big time with his epic battle with great mate Gregg Hansford in the Unlimited Grand Prix, which he won by a wheel. While Gregg moved to Kawasaki, Warren stepped up to become the leading light in Yamaha's race efforts locally, aboard his self-developed TZ700/750s with sponsorship from Levi's Jeans and Golden Breed organised by Vincent Tesoriero. In battling with the works OW31 of Ikijuro Takai at Bathurst in 1976, Warren set the first 100 mph lap of the circuit by a motorcycle. Although he enjoyed success in USA and made several attempts to break into the European scene as a rider, he was perennially under financed and had made up his mind to quit when he was critically injured in a crash in Northern Ireland in 1979. As he lay on the track, a bystander held his femoral artery together for nearly 30 minutes until he was eventually transported to hospital, where Dr. Matthews overruled other staff who wanted to amputate his leg. After almost five months in Coleraine Hospital, Warren and his wife Wendy were able to return to Australia. It was five years and 18 operations later before he was able to walk without crutches.

Despite the need for continual hospitalisation and medical treatment, Warren re-established his ties with Yamaha and eventually took over as manager



Warren as legions of fans will remember him; hustling his H2 Kawasaki around Amaroo Park. (photo by Michael Andrews)

of the local Toshiba Yamaha Dealer Team, running a three-rider squad with his brother Lenny, Ron Boulden and Gary Coleman – totalling dominating the 500cc Championship class for two years. Later, with the team sponsored by Marlboro, he guided the careers of Kevin Magee, Michael Dowson and Michael Doohan. All three went on to international success, and so did Warren, working with Wayne Rainey, Luca Cadalora, Eddie Lawson, John Kozinski and Jean-Michel Bayle in the Kenny Roberts-run works Yamaha team. In 1999 he accepted an offer to join Suzuki's GP team as Technical Director and

within two seasons Roberts had won the 500cc Championship.

Stints with KTM and Ducati followed, as well as a brief return to the Roberts squad, but as the years passed Warren's health began to deteriorate rapidly. To Warren's devoted wife Wendy, daughter Nicole, brother Glenn, sisters Rhonda and Julie and his extended family, OBA extends sincere condolences. ■

Jim Scaysbrook

NOTE: A feature story on Warren Willing appeared in OBA Issue 10.

JOHN CROSS (JX), a star of so many classes of motorcycle racing in the 'fifties and 'sixties in Bathurst and the Central West, released his grip on the throttle on 12th June 2015, not long after his eightieth birthday.

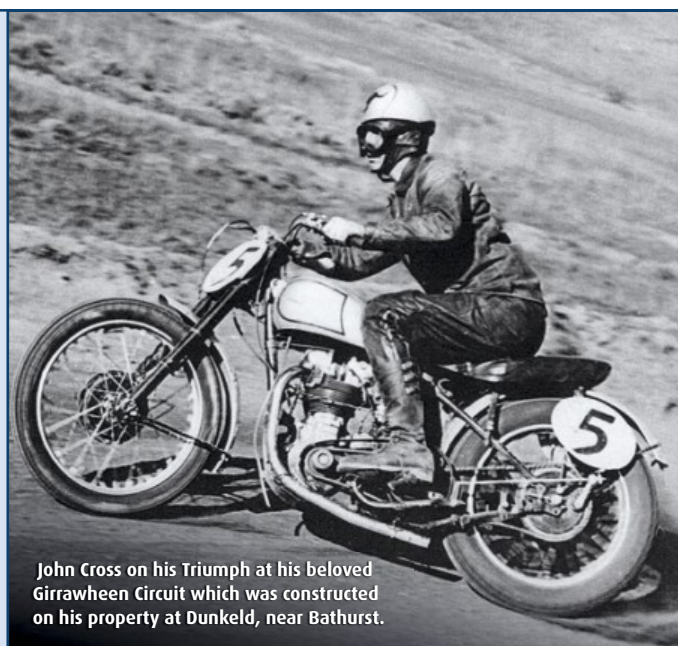
John had spent the last eleven years fighting that curse of curses: Motor Neurone Disease.

Typical of JX, most people survive less than three years, but not our boy! Refusing the usual community assistance as charity, he fought it while living alone in his humble farmhouse at Girrawheen, albeit within the overview of his devoted family. He was very close to his family: Michele, Sue, Greg and John, and their kids. However, this was not the first blow, he had already lost the love of his life, his wife Gwen to heart disease in 1983. John loved his kids and grandkids and they loved him, but MND is a cruel and relentless companion that finally had its way, and on the 32nd anniversary of his wife's death, John's tank ran dry. Happily his headlight went out while facing his other love, the old Girrawheen Circuit.

John's funeral was held at the Bathurst Uniting Church on Tues 16th June 2015 in the presence of 198 people including Jimmy Porter and many of his old motorcycling mates and rivals. Now is he back on that big Trophy in the sky, which will surely no longer have a rigid rear end!

When John was born, they broke the mould. He was the true blue Aussie bushman through and through, but also the motor bike larrikin, the consummate professional racer, an incredible survivor and the hero of many, including me! Proud of ya Mate! ■

(From Ken Railton, Tweed Heads NSW)



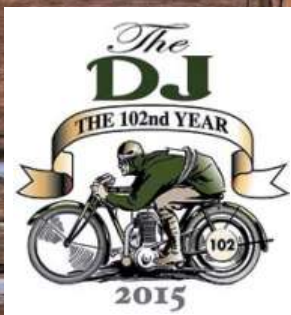
John Cross on his Triumph at his beloved Girrawheen Circuit which was constructed on his property at Dunkeld, near Bathurst.

DJ ON A VELO



ABOVE The MSS that carried Dave Whitnell for eight and a half days.
BELOW Whitnell senior's beloved KSS.





Durban to Johannesburg

by Velocette

Dave Whitnell, from Perth, WA, recently got a taste of classic motorcycling, South African style – a rally that really separates the men from the boys.

In late 2014 I was contacted by my father who invited me to travel to South Africa in March 2015 and participate in the classic Durban to Johannesburg (DJ) commemorative motorcycle rally. With him approaching 81 and still actively riding motorcycles, I saw this as a great opportunity for us to engage in a shared passion. The DJ is a 2-day regularity and reliability rally that commemorates the famous motorcycle race that took place between 1913 and 1936. Arguably it is the premier classic motorcycle rally in the world, held since 1970, and all participating motorcycles needed to be manufactured on or before 1936. I had participated in this event twice before and was well aware of the prestige, camaraderie and satisfaction that it brought.

During my previous endeavours I had ridden a 1936 Zenith 600cc single; a reliable but temperamental steed of unrefined pedigree that my father had sold some time ago. He had acquired several Velocette motorcycles from a deceased estate and had a 1936 MSS 500 single set aside for my adventure. I had never ridden one before and was excited about the prospect. In reality I was keen to explore the mystique of this vehicle and see for myself what all the fuss was about.

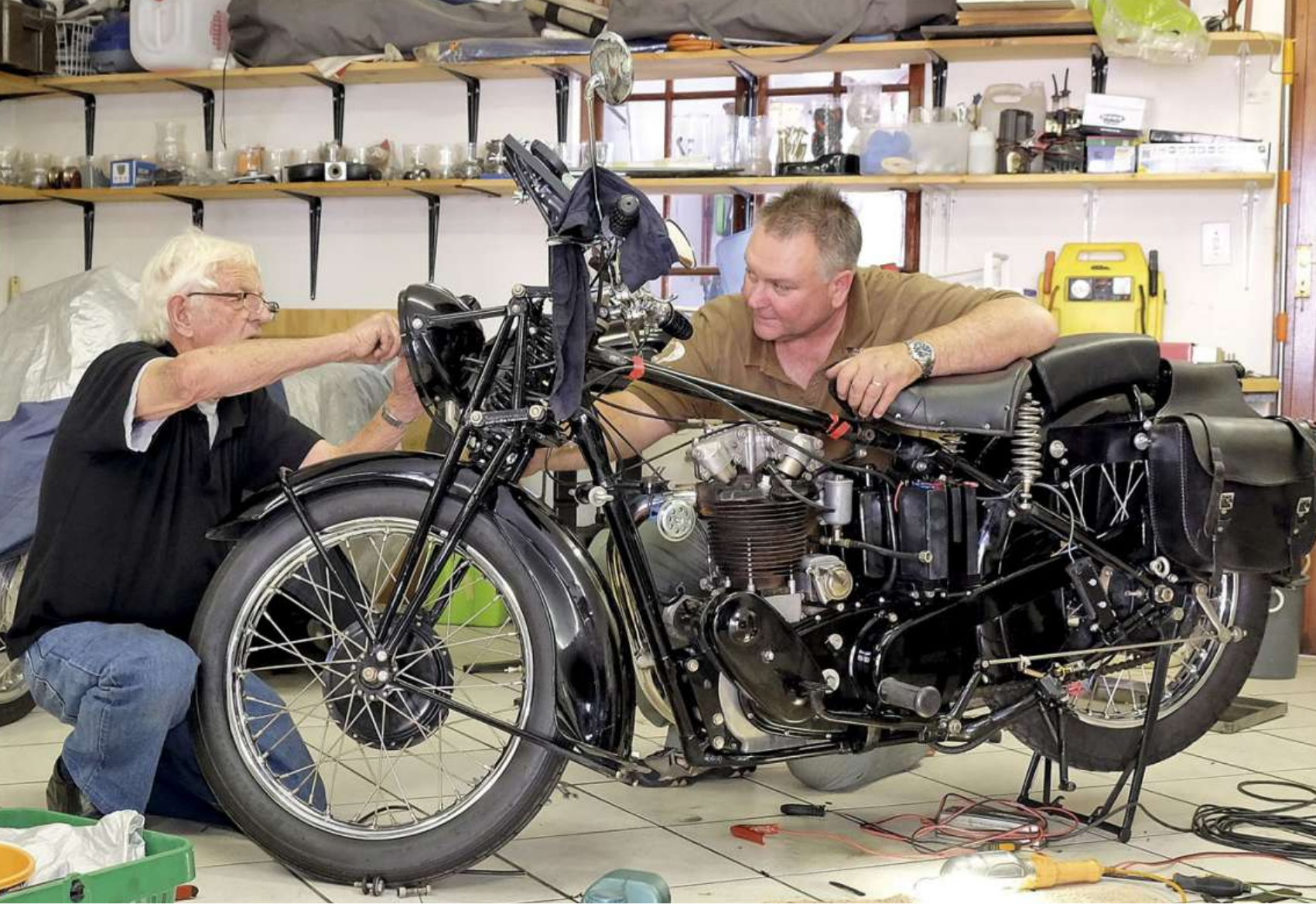
So my wife and I flew from Perth to Johannesburg for a reunion with my family. On first impression the bike looked wonderful and was in immaculate cosmetic condition. Its chrome gleamed and it wore a set of leather saddlebags that I had made for my father many years earlier. Parked alongside was a 1936 Velocette KSS, 350cc single that was indeed my father's pride and joy. I would be starting at competitor number 76 in the 'B' group whilst he would be leaving 1 minute behind me as competitor number 77.

Of particular note to me was the painted inscription on each toolbox, "In memory of Alan Harris". Alan was a close friend of my father's whom I had met on several occasions; a true gentleman and world-renowned Velocette aficionado who raced the marque internationally for the factory and had been instrumental in the development of the Velocette Thruxton during his earlier years. He had sadly passed away in March 2014 after a long illness and this was a fitting tribute to his legacy.

After just a few hours on the ground in South Africa it was time to kick these two steeds into life and ride them to the monthly meeting of the Classic Motorcycle Club (CMC) in Germiston – a round trip of 40km or so. To my enthusiastic joy, the 500 single barked into life with little more than a repeatedly tickled carburettor and a couple of kicks of the starter. So far, so good. This was the first time that the MSS had been ridden since being acquired by my father and whilst it was refined in nature and responsive to the throttle, there was an annoying tendency to jump out of first gear and slip at the clutch. Later that day after a few beers and a wonderful Braai with family and friends, Kevin Robertson, a local well renowned Velocette enthusiast and six-time winner of the DJ Rally, set about making fine adjustments to the machine as a surgeon would ➤

Story by Dave Whitnell



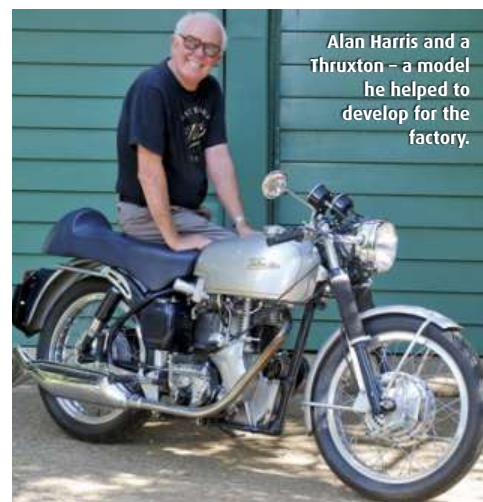


ABOVE The MSS wiring gets some attention.
BELOW Rain failed to dampen the spirit.





Whitnell pere et fils at a lunch stop.



Alan Harris and a Thruxton – a model he helped to develop for the factory.

perform intricate repairs to damaged organs. The following day I took a short test ride and was impressed at the difference the adjustments had made. The night before we were due to travel to Durban, I checked the front light on the MSS. When nothing appeared I presumed it had been left on and the power had drained, but on closer inspection it was evident that there was a serious short somewhere.

We started trying to trace wiring from the rear of the bike to front but the problems just got worse as we discovered unconventional colouring and unnecessary routings. There was only 1 answer and that was a complete rewire. My father and I completed this project around 10pm the night before we were to load the bikes onto a trailer and travel down to Durban.

Day 1 of the rally commenced from the Oxford Village in the suburb of Hillcrest near Durban. The thunder of old engines and smell of fuel commenced from around dawn. The official start time for competitor number 1 was 6.00am and all subsequent competitors left at one-minute intervals corresponding to their individual number. This meant that I was due to commence my rally at 7.16am. As the official started counting down from 30 seconds the faithful old MSS stalled, but fortunately I kicked her into life not long after I received the signal to commence. I then started my two stopwatches and commenced my journey. Light rain was falling as we traversed Bothas Hill in a north westerly direction toward our first fuel stop in Pietermaritzburg, by which time the rain had cleared. As the day progressed we travelled through some picturesque and historic areas of Kwan Zulu Natal. We passed the site where Winston Churchill had been captured by the Boers during that conflict and on to an historic landmark church in Escourt for lunch. This church dates back to before the Boer War and was used as a military hospital during that period. The lunch break gave some competitors an opportunity to check their vehicles and carry out any emergency repairs as required.

After a short break we remounted our steeds and continued North to Ladysmith for another fuel stop. The sun was high in the sky by now and the heat was bearing down upon us. Day 1 finished at the Majuba Lodge in Newcastle. Several bikes had failed the challenges of the first day and were corralled onto

trailers of support vehicles. Direct navigation between Hillcrest, Durban and Newcastle is a journey of 321 kilometres and a travel time of 3 hours and 26 minutes. However, the rally route took us far off major highways with differing speed requirements, which resulted in a journey of 348 kilometres and nine hours in the saddle. Riding time was sometimes interrupted due to developmental road works and requirements to stop at various checkpoints. Several open sections were included in day 1. This meant that time and speed restrictions were lifted, with some riders reliving their youths by pushing their old machines and bodies close to their limits.

By the end of day 1 I was hot and exhausted. I had bonded closely to the old girl I was riding and felt we had become quite intimate. The rhythmic thump of her OHV, high cam, short pushrod engine had become music to my ears. She was solid and reliable. The riding position was comfortable and the limited suspension and brakes were adequate. The adjustments to the gearbox and clutch from a few days earlier had certainly made a big difference. I was using quite a lot of lubricant but it did not appear to be a result of poor performance but rather that my beauty was marking her territory everywhere she went.

I was woken before dawn as the alarm clock of several thundering engines echoed through the morning air. Pushing my steed a short distance from my accommodation to the start point I was somewhat dismayed at the severe change in weather. The soft patter of rain had set in overnight and Newcastle was now wet and cold. I commenced my run again at 7.16am in the morning and during

these early hours of the day we were required to negotiate several inner city sets of traffic lights that were not operating due to power outages. Unfortunately, during this period, Alan Crooks on a 1936 Ariel Red Hunter rode into a small utility vehicle that he had not seen and was approaching the same intersection from his left. Fortunately, x-rays indicated that there were no breaks to his body but his bike was not as lucky. Regularity for this section ended around the 35-kilometre mark and we then enjoyed 25 kilometres of open section encompassing stunning hilly scenery, sweeping open curves and unprecedented motorcycling conditions.

The motorcycle gods were good to us on this day. The rain stopped momentarily and allowed cafe racers from a long gone era to pin their ears back and open their throttles. This stunning ride ended at the top of Laing's Nek and riders gathered to regain their composure, reflect what had just occurred and switch back into rally mode. It was at this time that I discovered that the bolts holding my tank forward to the front of the motorcycle had vibrated out and we're hanging loose. It didn't take long to locate some tools and replace them. Not far into the next section of the rally the skies opened up again and the water bucketed down onto us for many more kilometres.

Our first fuel stop in Volksrust gave us an opportunity to wring out our wet gloves and warm ourselves with hot beverages before we continued on to Sanderton. Shortly after leaving Volksrust the tank bolts fell out again. Luckily I noticed this early and removed them entirely, placing them into a pocket, and held the tank in place with my knees until the lunch break some hours later. Several >

Not the best conditions for a rally.



DJ ON A VELO

sections of heavy road works required us to stop at traffic control points for lengthy periods and negotiate our way through numerous cars and heavy vehicles. The frustration and difficulty of these events were compounded by the poor road conditions, potholes, rocks and torrential rain.

Thanks go to the gentlemen in one of the support vehicles that stopped along side me at one of these points and offered me a couple of large heart warming swigs of ginger liqueur.

At one of these 'stop and go' control points a rider who had pulled along side pointed down toward the right side of the Velo's engine, where I noticed that several of the nuts and bolts, including the adjuster mechanism, had vibrated loose and were missing from the gearbox. I still had a couple of hours ride to the next scheduled fuel stop. Surely it couldn't get any worse? The rain started to clear and things were looking up. We switched to a lovely long newly-sealed section of road and the old girl was thumping along steadily beneath me.

Suddenly I noticed a loud rhythmic banging as if someone was shooting at me with a .50 calibre machine gun. The Velo was still not missing a beat so I couldn't have blown the engine, but as I looked down and around the engine I noticed that the section of exhaust pipe between the cylinder head and muffler was no longer there. I decided to retrace my steps to see if I could locate the missing exhaust and I saw my father on his KSS ride past me in the opposite direction with a bemused look on his face. I found the exhaust and retrieved it from the road shortly before a large truck followed a path that would have surely flattened it beyond repair. I decided to strap it to the rear of the Velo with a tie down and try to fix it back onto the bike at the next scheduled stop. Due to the heat that it was emitting I had to wait for what appeared to be an eternity before it cooled enough so that I could do so. This caused me to fall quite far behind with my rally timings.

I was probably only about 30 minutes from the next stop and the roads were now dry and flat. I took this opportunity to open up the throttle in an attempt to make up time. The roar of the un-muffled engine would surely clear my path of any wayward game that may have wandered onto the roadways in front of me. Around 5 hours into day 2, I eventually arrived at Balfour. I had managed to gain back some time and now had about 40 or so minutes to refuel and repair my bike before the final couple of legs of the rally. I was determined that we would both make it home. My father was waiting as I rolled into the stop and had already gathered together nuts, bolts, an array of tools along with a couple of his mates to help put the old girl back together again.



On closer inspection the mounting bracket for the front exhaust had broken at the mounting point. There was still a substantial amount of flat bar to reuse so we attached it with the aid of a new nut and large washer. I managed to scrounge a length of wire from another rider to secure the exhaust header to the frame after inserting it into the muffler. The gearbox mounting studs remained in place but all nuts and the adjuster were long gone. We pulled the gearbox back toward the rear wheel, providing tension to the primary chain as we secured it in place with one nut and a couple of spacer washers. I didn't have time to refit the tank bolts so my knees would need to continue their work in holding the tank until the lunch break.

After about another hour and a half of rallying I eventually arrived at the lunch stop which was at an old church in Heidelberg. The old girl was still strong and after throwing a little sustenance and a warm drink down my throat I took the opportunity to replace her tank bolts with a little more care and attention this time. By this stage of the rally I was feeling the effects of rain, cold, muscle tiredness and exhaustion. I looked for my father at the lunch break but was unable to locate him and no one had seen or heard from him. Unbeknown to me, he was also feeling the effects of the two days and after the dreadful conditions that we had experienced earlier in the day he had decided to forego the lunch break altogether and travel directly to the finishing line.

With 43 kilometres to go and the end in sight I was certain that we would make it. Exhaustion can play funny tricks with your mind and after the lunch break I redressed, remounted and kicked the old girl over in preparation for the final effort, but to my dismay she would just not fire. Going through my

start up ritual I noticed that I had turned the fuel tap off, which I had not done so for any of the other refuelling or lunch breaks throughout the rally. After turning it on and tickling her carburettor, life flooded into her and we were back on the road.

After eight and a half hours in the saddle for Day 2 and some 295 kilometres, we turned into the gates of the Classic Motorcycle Club (CMC) in Germiston to the final marshalling point for the completion of the ride. A large crowd had gathered and several bikes had already parked up on the grassed lawn area that once was a world class bowling green. I parked up my battered and bruised Velo and headed straight for the bar for a cold and well deserved lager.

This year 111 old warriors and their trustworthy steeds had gone to war, but only 76 had returned. 13 Velocettes had entered the event and all but two of them had failed to complete the course. Kevin Robertson had won the event for a record 7th time on his 1936 Velo MSS. This was my first time riding a Velo and after 2 days and 650 km in her saddle we had bonded intimately.

I had placed 20th in the field and this was by far my most enjoyable rally. The opportunity to travel through some of the most beautiful and historical parts of South Africa on an 80 year old motorcycle with a group of like-minded enthusiasts is one that I have truly been privileged to participate in. The acquaintances that I have made and stories I have heard during this journey will remain close to my heart for years to come. Accolades need to be given to the vast number of officials and volunteers that worked tirelessly behind the scenes and continue to make this a world-class historical motoring event.

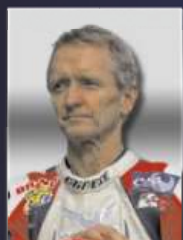
And yes, I now know what all the fuss is about. The Velocette is a truly fine machine full of character and tenacity; a machine that is becoming harder to find as years pass by. An elite motorcycle that continues to demand high values throughout the world and maintain a strong following within the classic motorcycling fraternity.

Long may they continue to grace our minds, hearts and roads. ■

The roar of the un-muffled engine would surely clear my path of any wayward game that may have wandered onto the roadways in front of me.



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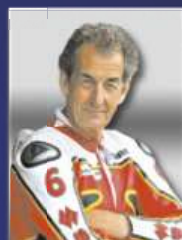
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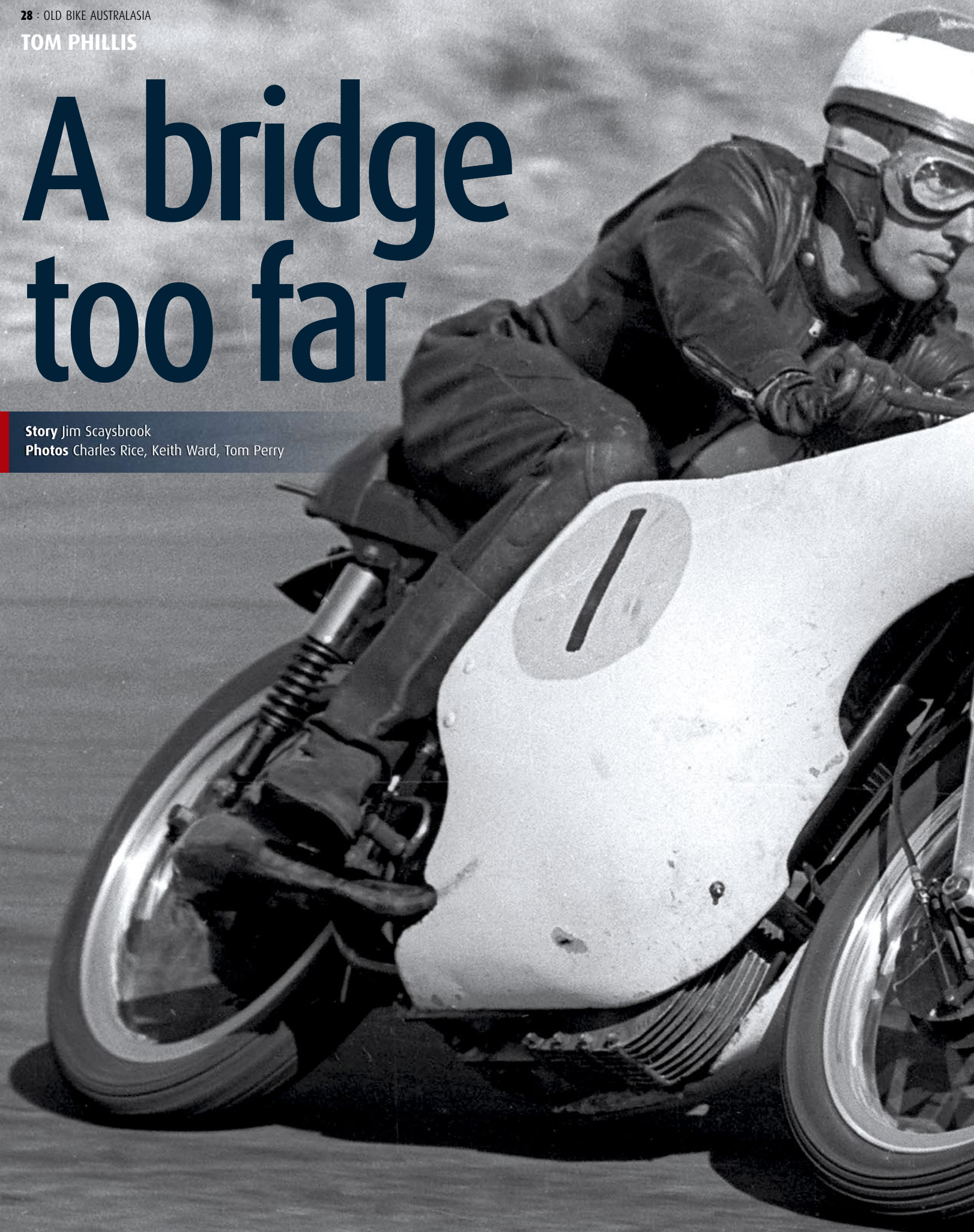
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TOM PHILLIS

A bridge too far

Story Jim Scaysbrook

Photos Charles Rice, Keith Ward, Tom Perry



TOM PHILLIS

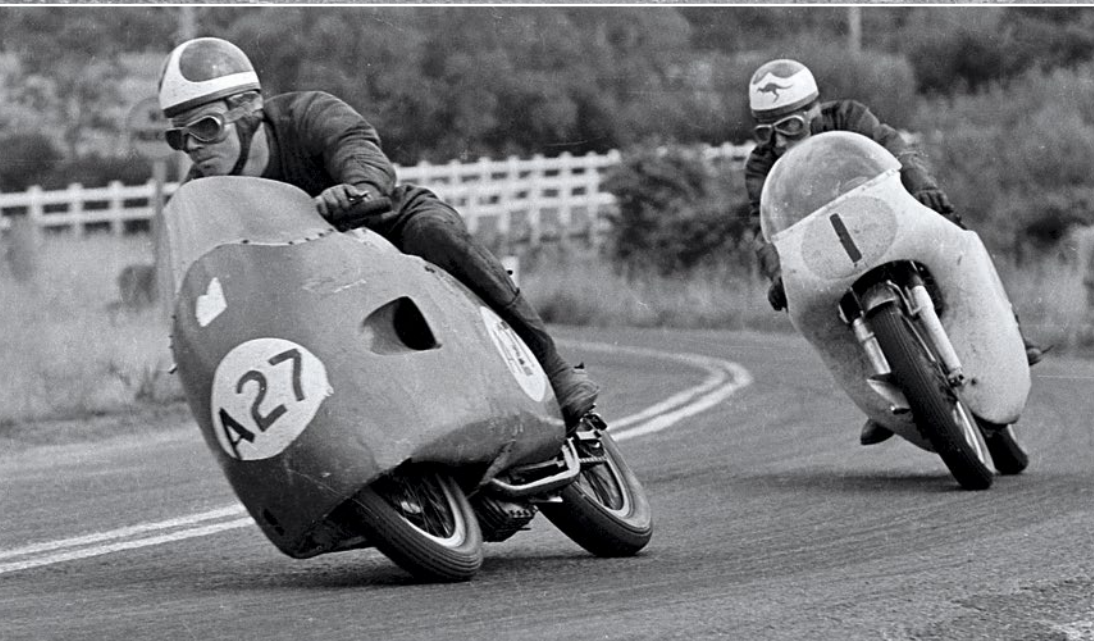
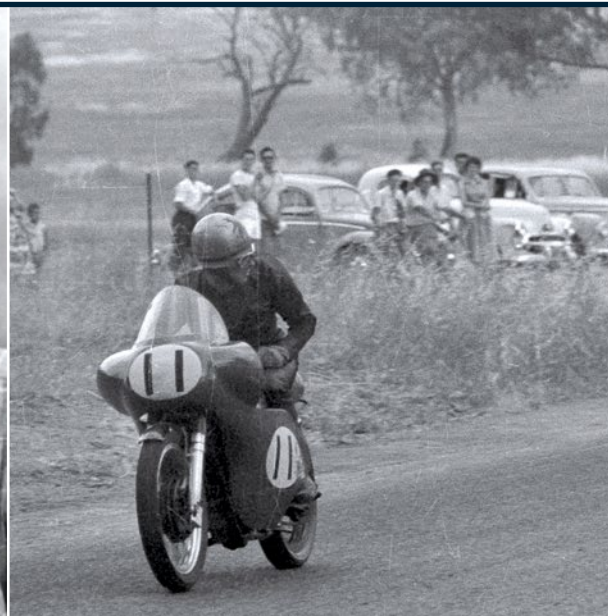
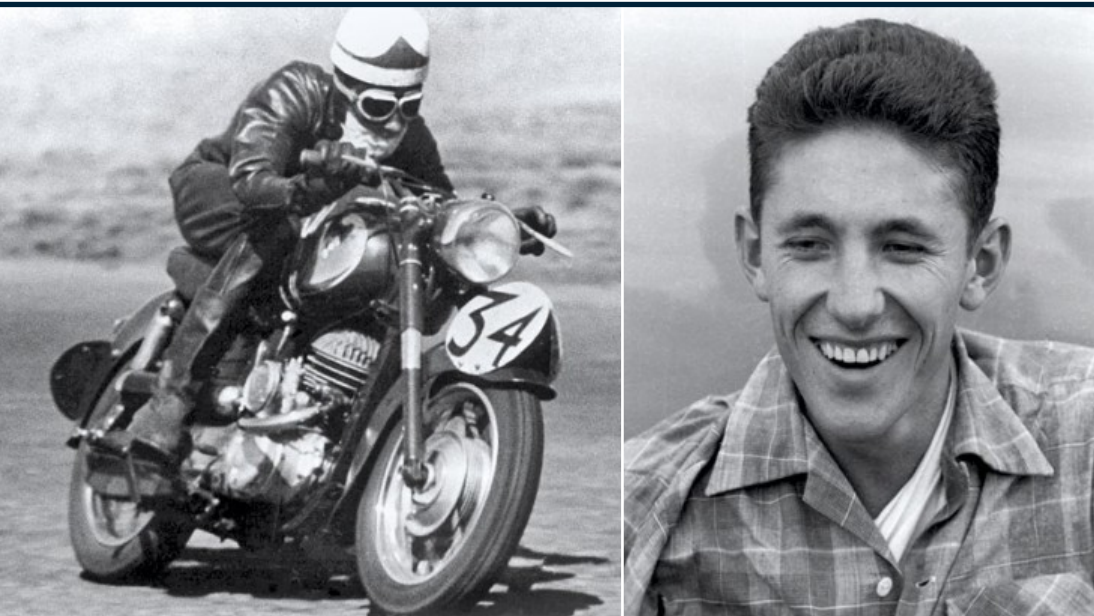


ABOVE A wonderful Charles Rice portrait of Tom of the grid at Fishermen's Bend, February 1959.

LEFT Classic style at Fishermen's Bend, February 1959.

The feeling of disbelief that followed the death of Tom Phillis on the Isle of Man in 1962 was palpable. How could Tom, fast but safe, overstep the mark with fatal consequences? Theories have been expounded since that fateful day, but a common thread is that he felt betrayed by Honda – the factory to which he had delivered their first Grand Prix win (the Spanish 125cc GP 1961) and the 125cc World Championship in the same year. He had something to prove, but it all went horribly wrong. ➤

TOM PHILLIS



TOP LEFT Early days; on the 250cc Pouch he shared with Roy East in the 1955 Mt. Druitt 24 Hour race.

ABOVE CENTRE Collarbone broken, arm in a sling, but still cheerful. Tom prior to the 1959 Australian TT.

ABOVE Bob Brown and Tom acknowledge each other after a furious scrap at Kapooka Army Camp circuit in 1959.

LEFT In November 1959, Tom (2) on the 125cc Ducati chases Allan Osborne's Honda at Darley.

BOTTOM LEFT Tom (1) battling with Eric Hinton in the 1959 Australian TT at Longford, Tasmania.

Phillis had come to Europe via the traditional 'Kangaroo Route' and was, by 1962, a five-year veteran of the Continental Circus. The road to Europe began with a 350cc Velocette that Tom rode in the Clubman classes at Mount Druitt and Bathurst; a mount that doubled as road transport. Married to Betty at age 20, the newly weds saved enough money to buy a modest house in Sydney's inner western suburbs, but instead invested in more competitive racing tackle, a BSA Gold Star. That's true love for you.

Prior to motorcycles, Tom had excelled at pushbike racing, reaching top level at the highly competitive Velodromes at Wiley Park and Henson Park in western Sydney. Ironically, he abandoned cycling after a heavy fall at Henson Park, opting for motor cycle racing. His first bike was a 500cc Sunbeam, and his racing debut came at Orange in 1952 – a debut that lasted less than one kilometre before his 350cc Velocette expired.

Tom was totally committed to racing in Europe, and particularly the Isle of Man TT, and reckoned their savings would be sufficient to get them there for the 1957 season. Then the Suez crisis intervened, so part of the money went on a 500cc Manx Norton purchased from Sydney patent attorney Barry Hodgkinson, who had been one of Australia's official TT Representatives in 1955. On the Manx, Tom moved up a gear, developing a classic, smooth style that was to stay with him throughout his career. There was little racing in NSW at this time, so Tom and Betty hit the road often, competing at Fisher-



All star line up at Darley in 1959. Tom leads Jack Ahearn, Brian Beasy and Ray Blackett.

men's Bend in Melbourne and Lowood in Queensland, where he scored his biggest success to date; a 350/500 double title at the Queensland TT in November. Four weeks later, Tom defeated Harry Hinton Junior and Jack Ahearn to win the International Grand Prix at Mount Druitt. Beating these two seasoned internationals cast the die for 1958; Tom and Betty were off to the big time in Europe.

Selling up their entire possessions, they sailed for England, arriving in plenty of time to get ready for the season. An ex-British Rail two-ton light van, a pair of new Manx Nortons, and some letters of introduction set the tone for the year, and at just his second meeting in Britain on Easter Monday, Tom won both 350cc and 500cc races at the Thruxton circuit at Andover. Six months criss-crossing the Continent followed, as far afield as Scandinavia and of course, his long awaited debut in the Isle of Man. Riding to learn, Tom finished 32nd in the Junior TT at an average of 84.84 mph, and followed this with an impressive 18th in the Senior at 91.57 mph. At the end of the season, the Nortons were packed aboard ship and the Phillis' sailed for home.

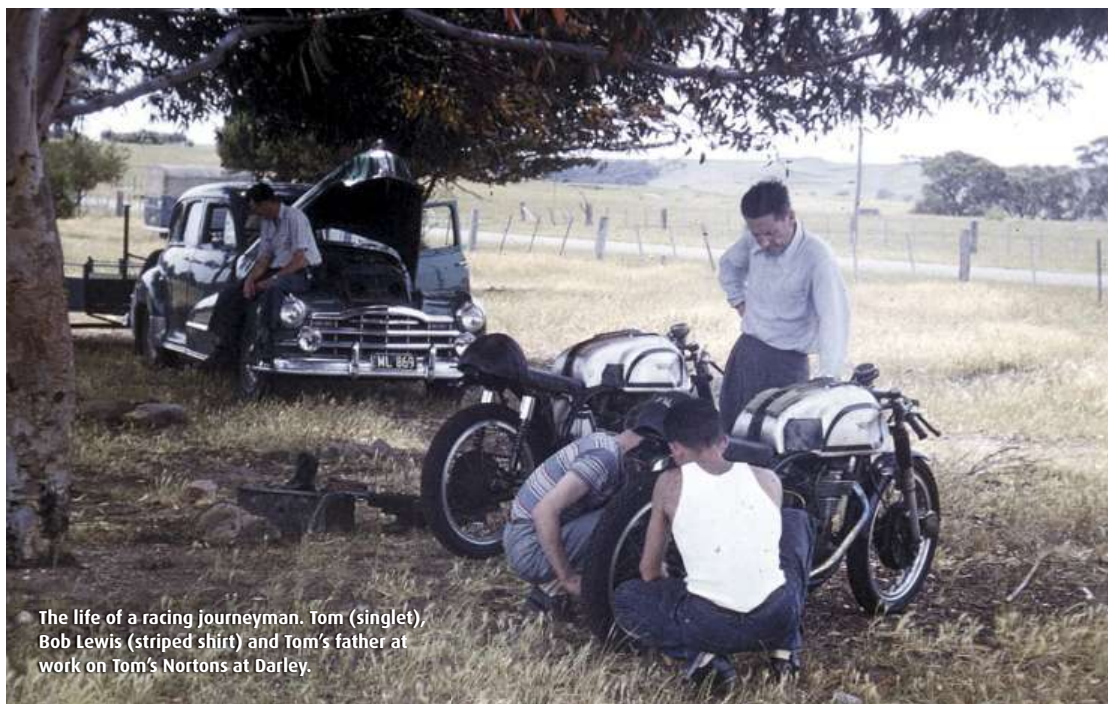
The plan was to dispose of the Nortons, for which there was a ready market, and secure an official nomination from the Auto Cycle Council of Australia as a representative for the 1959 TT. This would basically cover the cost of the return fare, but first he needed to reassure the home fans of his credentials. The Australian TT that year was scheduled for Albany, Western Australia – about as far west from his parents' home in Hurstville as it was possible to get. To begin the journey with his father Tom Senior acting as mechanic, they journeyed to Melbourne to the pocket-handkerchief track at Darley, near Bacchus Marsh. Uncharacteristically, Tom fell off, breaking a collarbone, so it was a mighty uncomfortable trip in Tom Senior's little Hillman, with the two Nortons cammed into a small trailer behind. It took four days and nights, driving through South Australian and across the Nullarbor, before they arrived at Albany, where the Australian TT would be contested on a circuit using the city's streets. The

day before the meeting, Tom further aggravated his shoulder injury while crank-starting the car, but with his shoulder heavily strapped, won both the 350cc and 500cc races, and finished third in the Unlimited TT. In March 1959, he competed in the Australian TT at Longford Tasmania, where he and Eric Hinton battled furiously for honours on the high-speed public roads circuit.

There was heavy competition for the TT Reps grant between Tom, Bob Brown, Ron Miles (who had won the Unlimited TT at Albany) and Eric Hinton. Although he missed out on the local gong, Tom secured a financial package from the ACU of Great Britain on the basis of his promising 1958 TT debut. There was just one snag; the arrival of daughter Debra, which pretty much ruled out the idea of Betty returning to Europe with Tom. With the cash from the sale of his Nortons, Tom ordered a new pair of Manxes and set sail. Another season

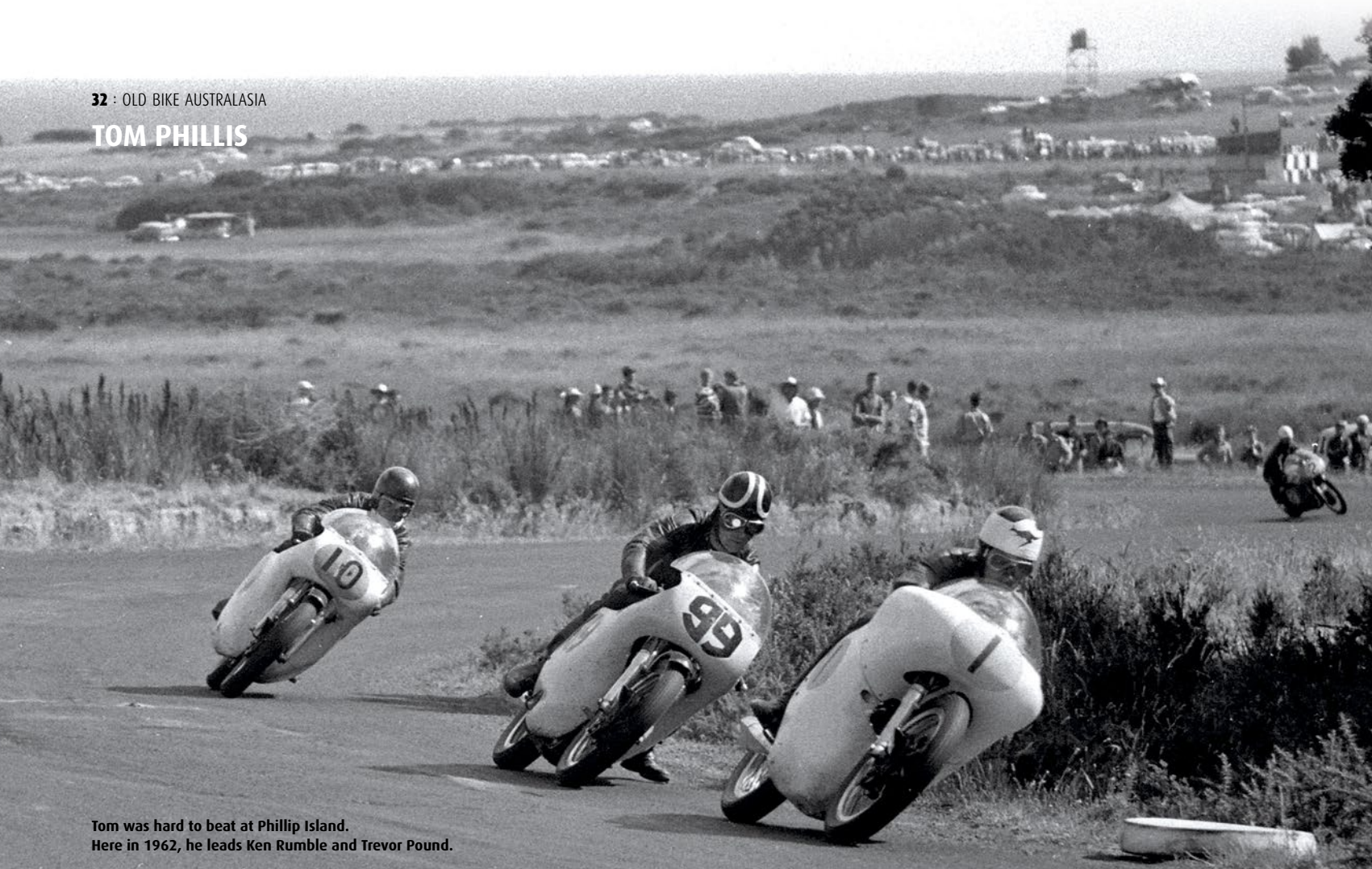
of marathon mileage followed, and there was sufficient success to further add to his growing reputation as a top international racer. The TT however, proved tough work. While holding an excellent tenth place in the Junior, his Norton broke a conrod on the final lap, then in the horrendous Senior TT run in torrential rain, he soldiered on to finish a sodden, freezing 16th. The six months away from his wife and new daughter had also been difficult for Tom, and he admitted to harbouring thoughts of retirement from racing at the close of the 1959 season. But Betty put that right, saying she was quite prepared for another nomadic year in Europe, along with one-year-old Debra, so Tom purchased a caravan prior to sailing for home.

Once again, the Australian summer season saw Tom clocking up the miles between meetings. Mount Druitt was now closed, so racing meant interstate trips, of which there were quite a few. ➤



The life of a racing journeyman. Tom (singlet), Bob Lewis (striped shirt) and Tom's father at work on Tom's Nortons at Darley.

TOM PHILLIS



Tom was hard to beat at Phillip Island.
Here in 1962, he leads Ken Rumble and Trevor Pound.

On New Year's Day, 1960, he was at Phillip Island aboard his soon-to-be-sold Nortons and on Jack Walters' 125cc DOHC Ducati. (More).

One important task Tom completed while at home was off-track. At the 1959 TT, he, along with the rest of the western establishment, had witnessed the nascent steps of the Japanese Honda team with their funny looking lightweights. It's history now that the Honda squad garnered the team prize in the Ultra Lightweight, and were clearly serious in their quest for top honours. He penned a carefully-

worded letter to Soichiro Honda himself, offering his services for the 1960 season, and it paid off. Tom became only the second non-Japanese rider – American Bill Hunt was part of the 125cc squad for the 1959 125cc TT – to join the Honda factory team in the 125cc and 250cc classes. Fellow Australian Bob Brown was recruited during the TT practice week to ride alongside Phillis in the 250cc squad.

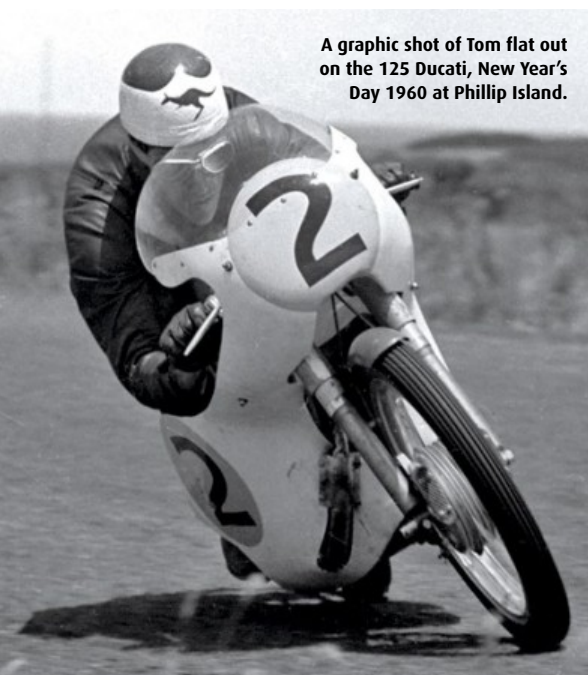
In the TT, Tom's 125 needed a plug change during the race, dropping him from sixth to tenth, while in the Lightweight TT, run this year on the full Mountain Course, gearbox failure put him out. One week later at the Dutch TT at Assen, Tom crashed during practice and broke a collarbone, and on his recommendation, Jim Redman was given the ride. Honda gave the Belgian GP a miss, preferring to spend the time updating their 4 cylinder 250 for the German GP at Solitude on July 24. For some unfathomable reason, Brown had been refused a start in the 250 race at Assen, but was back in the team in Germany on the revamped 4 cylinder model. During practice, the engine developed a misfire and Brown was riding back to the pits at a reduced pace when it suddenly cleared onto four cylinders again, catching him unawares and dumping him heavily onto the track. Brown died hours later from a fractured skull.

Phillis' collarbone was sufficiently healed for him

to race at Thruxton, one of his favourite circuits, in August, where he won the 350 race on his Norton. Then it was off to the Ulster GP to re-join the Honda team. It didn't start well, with a crash in the 125 race when the fuel tank sprung a leak, but he covered himself in glory on the 250, chasing World Champion Carlo Ubbilai's MV Agusta all the way and finishing just 2 seconds behind – Honda's best-ever GP result. Before sailing for home Tom wrapped up his season with a triple victory (125, 350, 500) at Tampere, Finland, and three more 125 wins at meetings in England.

As well as giving him the opportunity to sell his Nortons, the return trip to Australia allowed Tom to thrill local audiences with the sight and sound of the works 250cc Honda, which he rode to devastating effect at Phillip Island on 2nd January, 1961 and at Hume Weir, where he suffered the only defeat on the Honda to Ken Rumble in a very wet 500cc race. He also rode his Nortons at Ballarat Airstrip two weeks later, and fronted for the opening meeting at the new Calder circuit soon after. Importantly, Tom had a Honda contract in his pocket for the full 1961 season in Europe.

For this year, the Phillis family based themselves in the Isle of Man, where their second child, Thomas Braddan, was born during the TT week. Tom had ➤

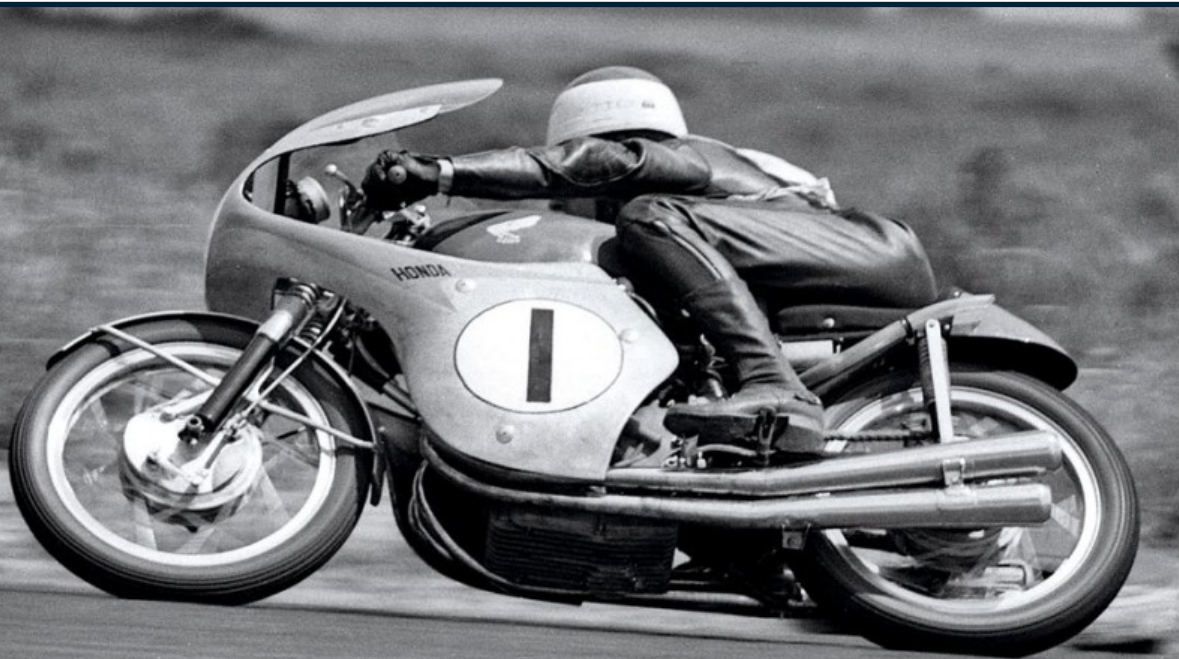


A graphic shot of Tom flat out on the 125 Ducati, New Year's Day 1960 at Phillip Island.

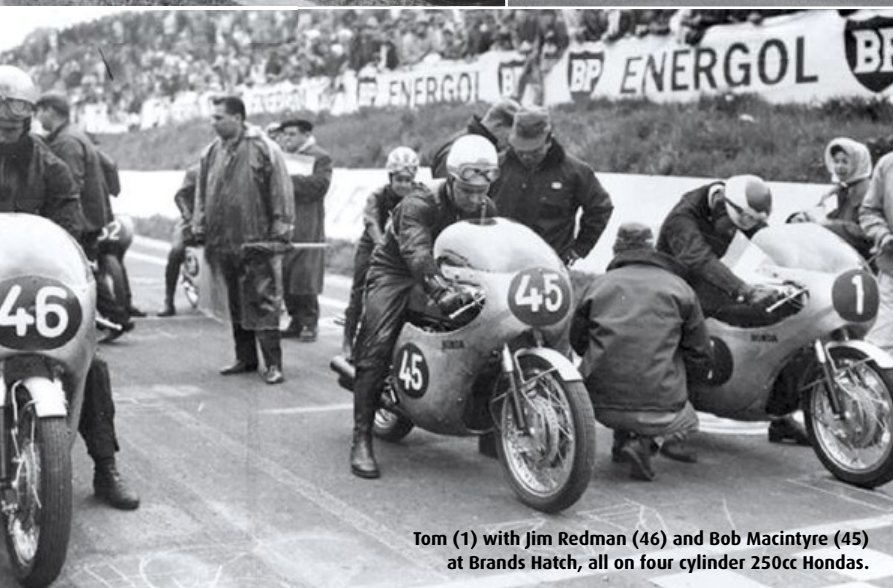
As became their style, Honda decided to dominate the smaller classes by sheer weight of numbers, providing works-replicas machines for a large number of selected riders



On the grid for another 250 race in Europe, 1961.



A classic Keith Ward shot of Tom on the Honda 250-4 at Phillip Island, 1961.



Tom (1) with Jim Redman (46) and Bob Macintyre (45) at Brands Hatch, all on four cylinder 250cc Hondas.



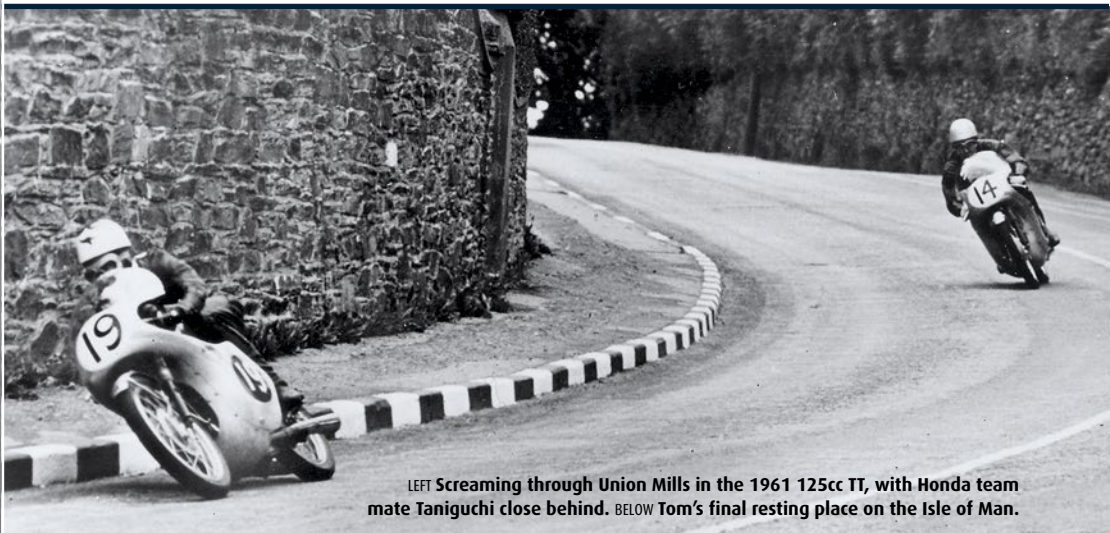
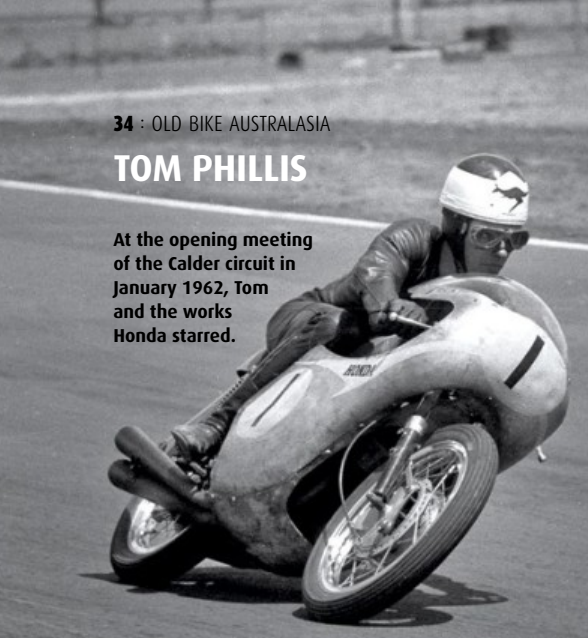
Tom's only defeat on the 250 Honda in Australia came at the wet Hume Weir meeting to Ken Rumble's Norton in the 500cc race.



Leading Bob West at the Ballarat Airstrip meeting in 1961.

TOM PHILLIS

At the opening meeting of the Calder circuit in January 1962, Tom and the works Honda starred.



LEFT Screaming through Union Mills in the 1961 125cc TT, with Honda team mate Taniguchi close behind. BELOW Tom's final resting place on the Isle of Man.

the services of Australian mechanic Bob Lewis, two Nortons and two Hondas, all of which were carried in a Ford van. There was a further Norton for the TT – the works twin cylinder 'Domiracer' that Development Engineer Doug Hele had put together. As became their style, Honda decided to dominate the smaller classes by sheer weight of numbers, providing works-replicas machines for a large number of selected riders (including Mike Hailwood and Bob Macintyre) entered via local importers. The official works team was Phillis, Redman and Luigi Taveri, with Kunimitsu Takahashi in some events. The weight of Honda's responsibility in servicing the needs of all these riders worried both Redman and Phillis, but both went about their jobs diligently, and with four GP victories, Tom became World Champion in the 125cc class. He also scored two GP wins and finished second to Hailwood's "private" Honda 250-4 in the Lightweight class. At the Isle of Man, he rode to a brilliant third place in the Senior TT on the Domiracer, recording two consecutive 100 mph laps – the first ever for a pushrod engine machine. He also finished second in the Lightweight and third in the Ultra Lightweight TTs.

On the strength of these performances, Tom could be excused for thinking that he was to be Honda's blue-eyed boy for the 1962 season. Instead, he

became embroiled in a confusing game of politics within the team. Despite being too big for the tiny machine, Honda ordered him to contest the new 50cc class instead of allowing him to defend his 125cc crown, plus the 250cc category. In the Spanish and French GPs which opened the season, Phillis was ordered to slow down while leading both 250cc races, allowing Redman through for the win.

By the time the Isle of Man rolled around in June, Tom was in a different state of mind, and determined to prove a point. Honda had entered him in the 125cc, 250cc and 350cc races – the latter on a 285cc version of the 250-4. Tom's race week began with the Lightweight, where a misfire slowed him to third. Another third followed in the 125cc race, held in the morning. Later that day, he lined up on the 285cc job for the Junior TT.

In his new book *'Being there'* New Zealand World Champion Hugh Anderson made critical observations of that fateful race. "Jim Redman accompanied Tom to the starting grid and they chatted for a while. Before leaving, Jim wished Tom well and added, 'If you take it easy you can have this one away.' Tom replied in his laconic drawl, 'you can't have it both ways.' They were to be his last words."

Phillis started number one, with Hailwood 10 seconds back at number 3, and Mike's MV team mate Gary Hocking a further 10 seconds back at number 9. Anderson continued, "Although he was the current 125 World Champion he (Tom) was being used as a support rider only by Honda. Being a very determined and serious competitor, Tom was obviously out to prove a point in the 350cc TT riding a virtually untested, new, poor handling 285cc Honda in its first race. Hailwood (MV) caught Tom just 11km from the start, then Hocking caught and passed both of them on the Mountain. At the end of the first lap they screamed through the start as one. Just 2.8 seconds covered them. Obviously Tom was trying very hard to stay with the two brilliant MV riders. But they were on vastly superior machines. My race number was 16 so I started 1 minute 10 seconds after Tom. On the second lap I rode past an accident at Laurel Bank. The marshals had yet to arrive. It was Tom. He was still partially on the bike, his right leg draped over the seat and his head under the front wheel. A small puddle of oil had formed under the Honda's engine and a trickle of blood ran from under the front wheel. Tom was

dead." It was a shocking day for the ANZACs, with Kiwi Col Meehan killed instantly when he crashed his AJS at Union Mills in the same race.

When the news was relayed over the public address system to spectators, veteran commentator and former TT star Graham Walker broke down inconsolably. Australia's pioneer post-war TT rider Eric McPherson said in an obituary in the *Motor Cycle Clubman* magazine, "Yes, Tom will be mourned by all sport-loving motorcyclists throughout the world, and we can only hope that the Phillis family will accept this blow knowing that Tom was highly respected in the motorcycling world." Editor Peter Newey went further, questioning the ethics of the long-established practise of funding Australians to race in Europe, given the appalling record of fatalities. Apart from Phillis, Ron Miles, Bob Brown, Keith Campbell, Gordon Laing and Ernie Ring had all met their maker. But as Newey concluded, "Would riders like Bob Brown and Tom Phillis want others to stop racing on account of their own mishaps? Have their great achievements been in vain?" ■



After a successful day in Europe; Jim Redman, Bob Lewis, and Tom.



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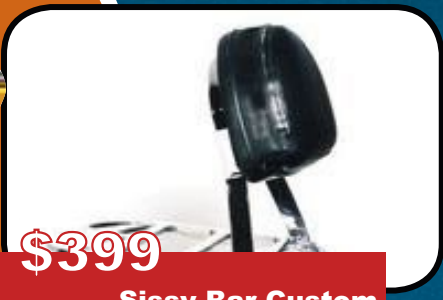


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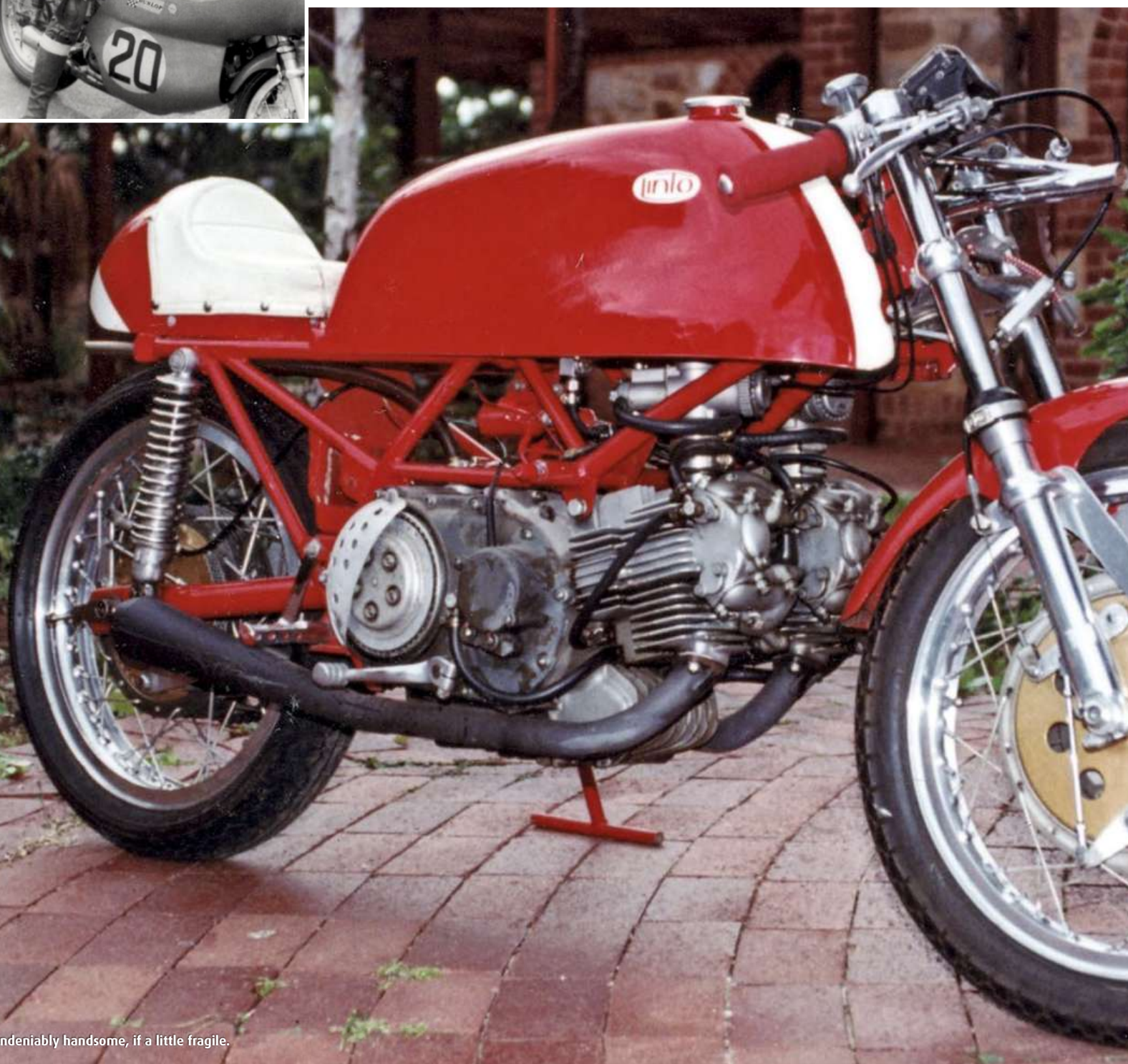


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LINTO 500



Double trouble

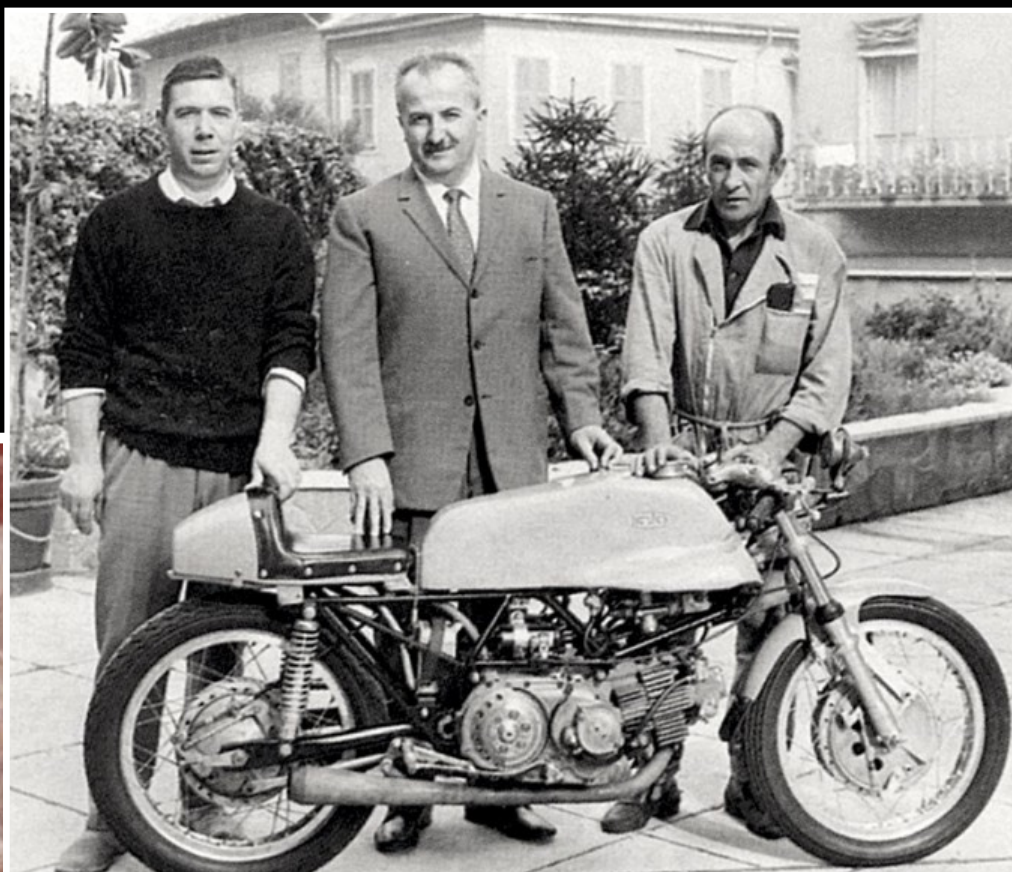


Undeniably handsome, if a little fragile.

Gorgeous looking, with a shattering exhaust note, the 500cc Linto promised much but delivered little for the Grand Prix privateers.

Story Jim Scaysbrook

Photos Graham Lock, Dave Stanley



In World Championship Grand Prix racing, the early 'sixties was a period of increasing drudgery in the so-called premier class, the 500cc Senior. MV Agusta, the only works team left after the wholesale withdrawal by the Italian factories at the end of the 1957 season, pretty much won as it liked each year with riders John Surtees, Gary Hocking, Mike Hailwood and Giacomo Agostini racking up titles with metronomic regularity. The ageing British singles from Norton and Matchless rarely got a look in unless MV stayed away, as they occasionally did once the Senior championship had been again secured.

Honda briefly stepped in with their under-developed 500cc four cylinder RC181, but after two attempts in 1966-67, even the genius of Mike Hailwood (plus recurring gearbox problems) failed to net the Japanese factory the coveted title.

Meanwhile the privateers comprising the overwhelming bulk of the grid not just in grands prix but in the Senior class around the globe, struggled on with what they had, or could make. There were moments of inspiration, such as Percy Tait's second place to Agostini at the Belgian Grand Prix of 1969 aboard a factory-developed 500cc Triumph twin. The Czech Jawa/CZ squad often got amongst the top six with their intricate but under-financed twins and fours, and even the Russian Vostok four grabbed the odd point, but this did nothing to alleviate the privateers' plight.

A ray of hope appeared with the 500cc twins developed by Giuseppe Pattoni, formerly the chief mechanic of the FB Mondial squad, initially in conjunction with Lino Tonti, who had designed the

ABOVE Financier of the Linto project Umberto Premoli (left) with Lino Tonti (centre) and Alcide Biotti.

TOP LEFT Keith Turner, first owner of Linto 0009, on the grid in Europe, 1970.

twin-cylinder Bianchis. Called Patons, the 500s evolved through a series of 125cc and 250cc twins, and were partially funded by Scottish car and motorcycle dealer Bill Hannah. British rider Fred Stevens finished fourth in the 1966 season-ending Grand Prix at Monza, and the following year Stevens and team mate Angelo Bergamonti performed well at several rounds. Probably Paton's best year was 1969, when Billie Nelson finished fourth in the 500cc championship, but when Hannah's money dried up in 1970, the team's fortunes faded as well.

Tonti had ideas of his own, and began developing an engine using a pair of 250cc Aermacchi Ala d'Oro barrels and heads mounted on a crankcase of his own design. It was christened the Linto and this time, it seemed a sufficient quantity would be produced to allow struggling privateers to replace their venerable British tackle. The venture was financed by former racer and then-president of the Varese Moto Club, Umberto Premoli, with Alcide Boitti assisting with the engineering work.

The new twin made its competition debut at the traditional early-season meeting at Rimini on the Italian Adriatic coast in April 1968. The two 'works' entries, ridden by Alberto Pagani (son of 1949 125cc World Champion Nello Pagani) and Giuseppe Mandolini, showed plenty of speed, but both were sidelined with electrical woes – the beginnings of a familiar pattern. In the Linto's first GP in Holland, ➤

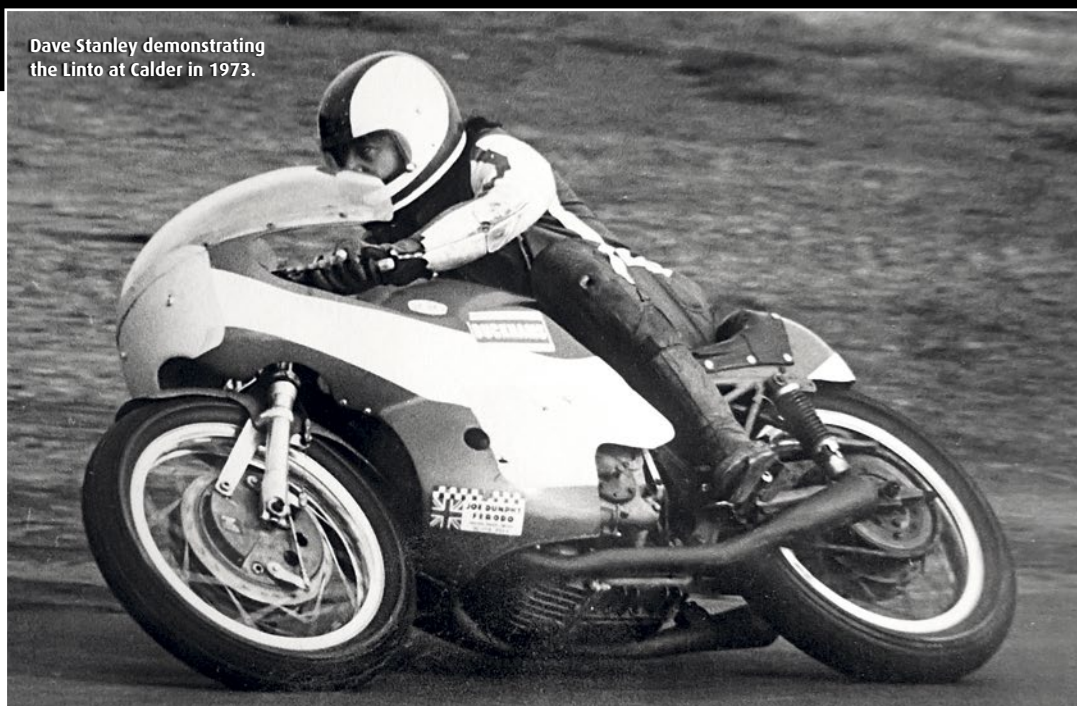


LINTO 500

Pagani retired with a broken exhaust pipe, but scored an excellent second place behind Agostini at the East German round.

The Linto engine's vital statistics were a 72mm x 61mm bore and stroke, and as well as the major top end castings, utilized standard Aermacchi valves, valve springs, cam profiles, pistons and conrods. Like the Aermacchi, the engine's cylinders were almost parallel to the ground, but in the Linto's case, the vertically-split gearbox bolted to the back of the crankcase rather than being cast in-unit with the engine. Down below sat a four bearing pressed-up crankshaft (actually two separate units keyed together with two outer ball races and two inner roller bearings) with 360° crank settings, although the prototype engine had been built with a 180° crank. This was abandoned after Tonti found it impossible to tame the vibrations caused by this layout, but the 360° option still vibrated considerably. Primary drive was via a jackshaft on the right side, running in roller bearings to a six-speed gearbox with a dry clutch. Tonti had used this system on the Bianchi twin, and Honda adopted it for their 250/350 six, but it was to prove the Achilles Heel of the Linto. Power was quoted as 61bhp at 9,800 rpm, with a compression ratio of 10.0:1.

Dave Stanley demonstrating the Linto at Calder in 1973.



Initially the Ceriani factory, from nearby Cardano supplied the brakes and front and rear suspension. At 135kg, the Linto weighed the same as a G50 Matchless, with 20% more power. However in contrast to the simplicity of the British singles, the Linto was a fiendish device to set up. Valve timing in particular called for a surgeon-like touch, requiring

the crankcases to be split to adjust the timing.

Development of the works machines continued throughout the 1968 season, where Pagani finished an encouraging equal fourth in the 500cc championship standings. Jack Findlay was invited to test Pagani's machine at Monza late in the year, but suffered a massive crash at the flat-in-top-gear





Corva Ascari when the Linto seized. The bike was completely wrecked, but once again, "Aussie Jack" escaped with minor injuries. On examination, it was found that the primary gear drive had broken up, locking the engine (and the rear wheel) instantly.

For 1969, plans were announced for a production run of 12 machines, with two bikes (finished in blue instead of the standard red) to form the works team of Pagani and Findlay. Power output was now up to 64bhp at 10,000 rpm, with a pair of 35mm Dell'Orto SS remote bowl carburettors supplying the mixture. Asking price for the 'customer' models was £1,300 apiece (when a good second hand 500cc Manx Norton fetched around £450 and a new Seeley G50 £750), and there were plenty of takers, including Australian John Dodds, consistent Swiss-Hungarian Gyula Marsovsky, Kiwi Keith Turner, and British privateers Maurice Hawthorne, Steve Ellis and Lewis Young (whose mechanic/gopher was a teenage Barry Sheene). However what looked like being a >

ABOVE A Linto in the private collection of Joaquin Folch in Spain.

BELOW LEFT The Linto owned by Graham Lock from 1974-94, now resident in the Barber Museum in Alabama, USA.

BELOW Another of the surviving Lintos, on display at the Sammy Miller Museum in UK.



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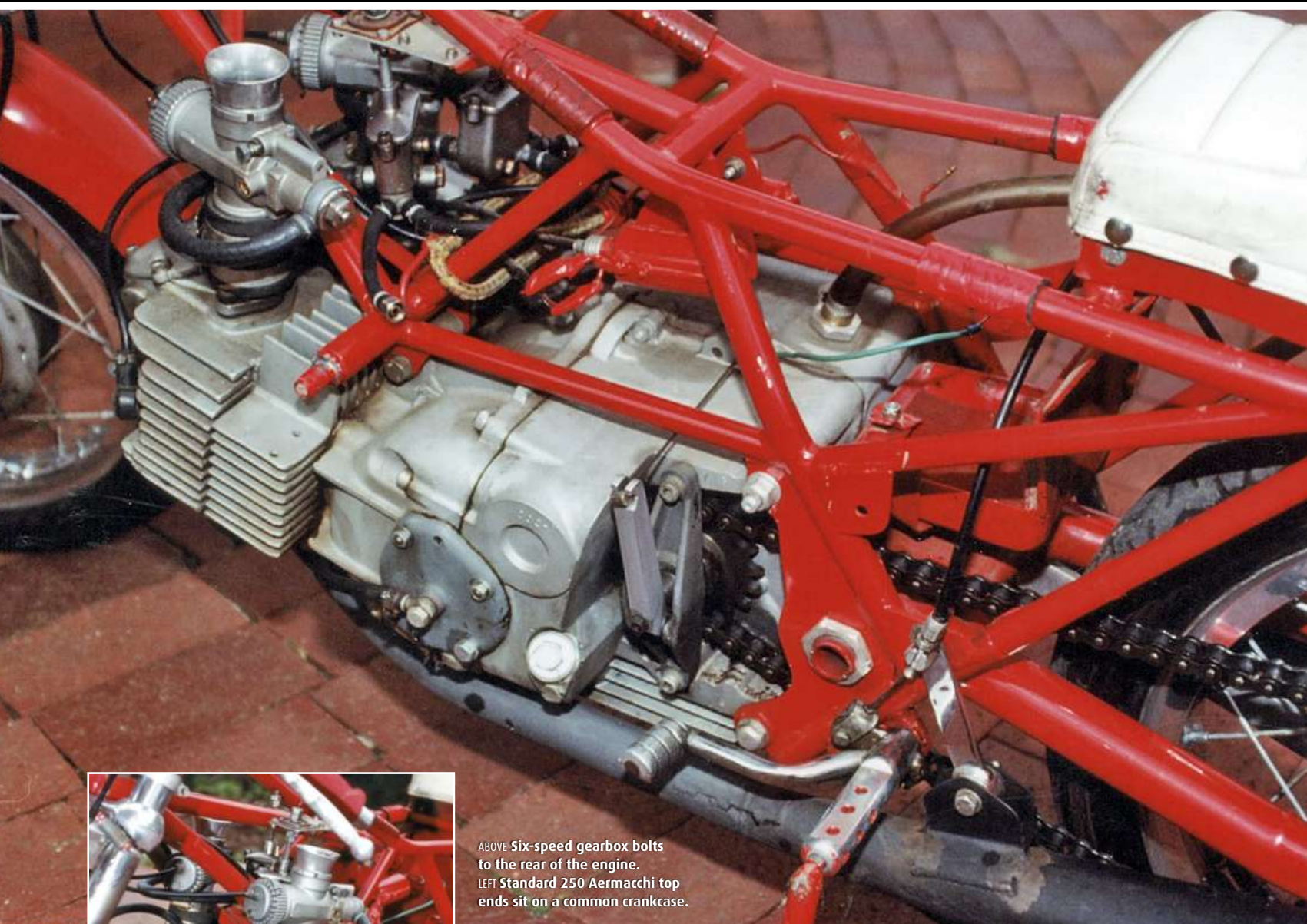


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LINTO 500



ABOVE Six-speed gearbox bolts to the rear of the engine.
LEFT Standard 250 Aermacchi top ends sit on a common crankcase.

great season for the new Italian marque turned into a disaster – although Pagani's works bike did score Linto's first and only Grand Prix win at the Nations Grand Prix at Monza (with Dodds' private model third in a rare finish and claiming the fastest lap of the race) after Count Agusta ordered his team to boycott the event. For Findlay, who had finished a clear second in the 1968 500cc title on his McIntyre Matchless, the Linto was almost a career-breaker. After finishing third in the second round in West Germany, the Linto's chronic unreliability (including

a massive blow up at the North West 200 when the primary gears stripped) caused the laconic Australian to park the bike and return to a privately run Norton and later an over-bored 382cc Aermacchi single. So stretched were the venture's finances that priority was given to supplying paying customers rather than supporting the works machines, and Findlay was in no position to sit out races waiting for Linto to repair his machine, or its spare engine.

Ironically, Linto's best results during 1969 were achieved by Marsovsky and the British rider Steve Ellis on customer models. Marsovsky finished runner-up to Agostini in the final standings, despite missing the last round in Yugoslavia after he suffered serious injuries in the notorious Freiburg Hill Climb in Germany. For the other Linto runners, the season was a litany of mechanical failures; broken valve gear, pistons, primary drives and frames that cracked under the effects of vibration. By mid way through the season, several of the twins were parked in the GP paddocks with "For Sale" signs. Pagani (on the works model), Dodds and Ellis soldiered on into 1970 on Lintos, although Ellis went back to a G50

Matchless before the season was out. By now the two-stroke "menace" had infiltrated even the premier class; the triple cylinder Kawasaki H1R providing speed and reliability for a large number of privateers, including Kiwi Ginger Molloy who finished second to Agostini in the 1970 table.

For the 1970 season, Premoni announced that a further 15 machines would be built for sale, but very few were produced. Perhaps the last one built went to novice French rider Didier Dumesnil in April 1970. Ironically the remaining bikes were now reasonably reliable thanks to the primary drive redesign and the use of electronic ignition, but by now the Linto was being outpaced by the Suzuki twins and Kawasaki triples.

A Linto Down Under

The Linto featured here (engine number 0009) is the motorcycle originally raced by Keith Turner, who in the 1971 season finished runner up in the 500cc championship on a TR500 Suzuki behind Agostini. Turner purchased the bike midway through the 1969 season and finished in fifth place in the >

LINTO 500

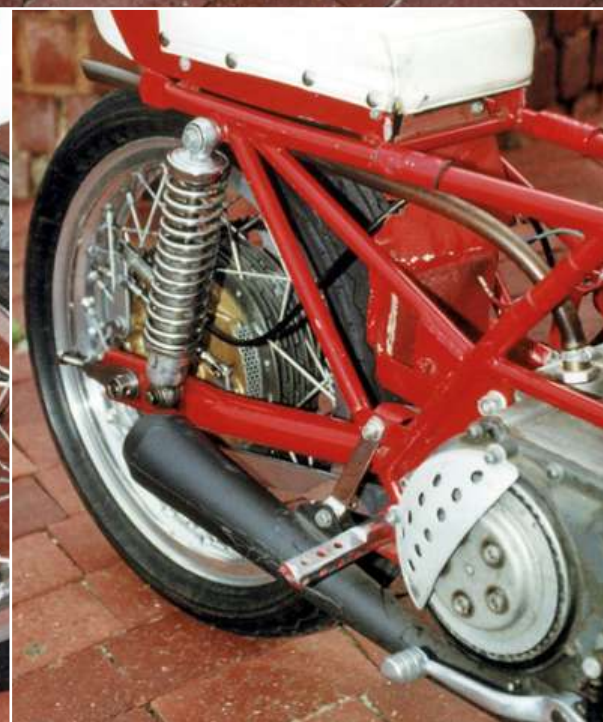


ABOVE Stripped of its fuel tank, the frame layout seems rather familiar...

BELOW Top view shows just how slim the Linto really is.

BELOW CENTRE & RIGHT The rear end is pretty standard Italian for the era.

By mid way through the season, several of the twins were parked in the GP paddocks with "For Sale" signs.



LINTO 500

final GP at Opatija, Yugoslavia. In 1970, he won the 500cc race at the traditional "season opener" at Le Mans, with Dodds second on his Linto – a rare 1-2. The Linto, apparently by then in a very poor state, was sold to Swedish rider Bo Strandell for the 1971 season and after a complete rebuild was used mainly in Scandinavia, before Australian journeyman racer Dave Stanley acquired it in February 1972. As someone who raced for a living, Stanley was careful with the preparation of the Linto and in the way he rode it, and surprisingly says it was less fragile than most people thought. "The engine is quite willing to spin to 11,500 rpm or even 12,000 and still deliver power. I think the rockers (breakages) were just a bad batch, and the pushrod trouble is understandable. The more you turn the throttle the higher they rev. They just keep on going, and giving more power, until something snaps. 11-12,000 rpm from a pushrod twin is pretty unreal and something has to give. Stanley raced the Linto throughout Europe in 1972 before it seized at what was to be its final outing in Europe. Stanley rebuilt the engine with a new liner, piston, rod and big end, main bearings and gearbox bearings before shipping it back to Australia, where it sat at his business, Dave Stanley Racing Services at Moorabbin, for several months. Eventually, Stanley decided to sell it, although reluctantly. "I'd love to keep the bike because a real Grand Prix racer is what every rider dreams of owning," he told AMCN, "but I haven't got the room here, the money would come in handy and I'd like to buy a water-cooled 350." When Dave did put it up for sale, he found a ready buyer in Adelaide sidecar racer Graham Lock.

In a letter to Graham Lock in 1974, Jack Findlay said, "The idea was to provide a 500 production racer for the private owner. Premoli provided the finance to construct 12 or 13 machines (10 were for sale and two were retained as "official" machines).

1969 Linto 500 Specifications

ENGINE	Twin cylinder, pushrod ohv.
COMP. RATIO	10.0:1
IGNITION	Twin coils and point (usually replaced with Krober electronic)
GEARBOX	Six speed, dry clutch
FRAME	Tubular steel spine type with engine underhung.
SUSPENSION	Ceriani front and rear.
FUEL CAPACITY	27 litres
POWER	64 hp at 10,000 rpm
BRAKES	Fontana – Front: 250mm twin leading shoe, Rear: 210mm single leading shoe.
WEIGHT	134kg dry.
TOP SPEED	162 mph (261 km/h)

Proud owner. Graham Lock
with his Italian GP racer,



At that time Premoli was a Citroen concessionaire and the motorcycles were constructed in part of his garage premises not far from the Aermacchi factory. This horizontal engine suffered many failures through vibration and although some experiments were tried with the balance factor not enough work was done along these lines because at the beginning of the 1969 season Lino Tonti took up his position with Moto Guzzi and no longer had the time to devote to the development of the Linto. Along with Alberto Pagani, I rode one of the official machines in 1969. These two machines began the season with magnesium crankcases but the vibration was so great it caused the rider's hands to swell and become numb. When we reverted to aluminium cases as were fitted to the private machines, we found that after several hundred kilometres these would crack horizontally.

During the 1969 season I only finished two races with my machine and one of these, at Rimini, Italy, was lucky because when I crossed the line it was virtually only my arms that were keeping the front end attached to the rest of the bike, as the frame had broken under the tank. It was all a frustrating business as the machine was very fast; in every Grand Prix of 1969 except for the Spanish, I held second position but I was only ever able to finish one – the German – when I was third with a broken valve spring.

Premoli had so many complaints from buyers of his machines that he completely abandoned the project. Remember that he was only assembling parts that were manufactured in various factories around Milano or Varese and any modifications took a long time to organise. To keep the machines running during the 1969 season we often (too often in fact) fitted parts which we knew from past experience would not last. At 10,000 rpm this engine really had good power and these revs were

not excessively high as the factory 250 Aermacchi would run up to 11,000, but at 10,000 all the parts of the valve gear in the Linto were prone to failure. Valve spring breakage was the most common trouble, virtually every time I ran my engine, but also rocker arms would break or the pushrods got all twisted up. It seemed that something in the valve gear just had to go."

According to various reports of the day, Premoli became frustrated with the breakages in the primary transmission and after splitting with Tonti, commissioned the Australian Shaftlietner concern to redesign the primary drive and transmission. This apparently worked and by late in 1970 a degree of reliability had been obtained. By now, Tonti was on Moto Guzzi's payroll and only 12 Lintos had been constructed. Although he had spent an enormous amount of money on the basically unsuccessful Linto project, the final straw for Permoni came when the loyal Pagani was approached by Count Agusta. MV's second string rider Angelo Bergamonti had been killed in a race crash and Agusta offered the ride to Pagani, and he accepted. For Premoli, enough was enough.

Graham Lock kept his Linto for 20 years – from 1974 to 1994 – but he just couldn't refuse an offer of \$50,000 from the newly-established Barber Motorcycle Museum in Birmingham, Alabama. And so the famous (or infamous) Italian racer departed this country for a new life on permanent exhibition in America's deep south, where it still resides. ■

DAVE STANLEY, one-time owner of the featured Linto, these days operates Southern Cross Blue Cruising, a yacht charter business based in Bodrum, Turkey. So if you fancy a sailing holiday along the Aegean and Mediterranean coasts of Turkey or the Greek Dodecanese Islands, contact Dave through www.southerncrossbluecruising.com



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YAMAHA FZ750



Richard Scott during the 1986 Castrol Six Hour Race.

Five valve w

The Yamaha FZ750 broke new ground when it was released in 1985, and remains one of the most innovative designs of an era full of innovative design. Yamaha called this the Genesis engine, and it was too. >



vonder

Story and photos by Jim Scaysbrook
Historical photos by John Ford



YAMAHA FZ750

Yamaha have long been keen on experimentation with cylinder head design and the use of multiple valves. Although their first four strokes – the XS1 and TX750 twins – used conventional 2-valve arrangements, the company was soon testing all sorts of different configurations with up to seven valves per cylinder. The latter was built in 1980 in prototype form as a liquid-cooled V-four code named 001A and designed for the 500cc GP class, but unlike Honda's NR500 8-valve-per-cylinder with its oval pistons, the Yamaha used a conventional circular bore with four inlet and three exhaust valves. One of the inlet valves sat in the centre of the combustion chamber, with a spark plug on either side. Early tests showed that a major problem was having the flame-fronts from the two spark plugs colliding. It was designed to spin to 20,000 rpm, but the inherent problems – and the enormous production costs – spelled the end for the seven-valver, and Yamaha embarked on a six-valve (three inlet, three exhaust) version that apparently addressed many of the concerns. Well before it was race ready, advances in two stroke design, including by Yamaha itself, rendered the seven and six-valve four stroke uncompetitive.

But Yamaha was far from deterred with its determination to break the mould as far as combustion chamber design went. The engineers settled on five valves – three inlet and two exhaust – as the preferred option, and the first motorcycle to receive the fruits of this labour was the FZ750, released in 1985. Not that this was the first five-valve engine either – that honour belonged to Peugeot and went back to 1905! At the same time, a separate Yamaha effort (and one that consumed a colossal amount of resources) was going into the



Michael Dowson during the very wet 1985 Castrol Six Hour Race at Oran Park.

design and production of an engine to power Formula 1 cars, using the same five-valve layout. For the 1989 season, Yamaha struck a deal with the German Zakspeed team, which had considerable sponsorship (and just as well) from cigarette company West, but it was a disaster – the team qualifying only twice in 16 races. Red faced, Yamaha withdrew from F1 while a new V-12 engine was built for 1991 to be used by the Brabham team, but with only marginally better results. In eight years of F1 that included 116 starts, Yamaha-powered cars collected an embarrassingly small haul of just two podium finishes.

But back to the FZ750, which formed the vanguard for Yamaha's high-performance motorcycle range for many years. With the valve mass spread over five instead of four, each valve

weighed less, which may have been a factor in Yamaha's claim that valve adjustment (bucket/shim clearance) was only required every 45,000 km. In a major break away from the old pent-roof combustion chamber and high-domed piston, the FZ used the narrow valve angle with waisted valves and flat top piston concept pioneered by Cosworth in their Formula 1 engines. In fact, the FZ pistons were slightly concave to provide clearance between the piston and the central spark plug electrode, yet still resulted in a compression ratio of 11.2:1. This design concentrated the spark in the centre of the piston and was important in achieving burning efficiency with the increasingly mandated unleaded fuel. The camshafts, which had to be removed for shim adjustment, were carried in a separate case to the cylinder head, which housed the valve gear. ➤

John Pace explores the limits of grip during the 1986 Castrol Six Hour Race.





Kevin Magee heads to victory in the 1986 Castrol Six Hour Race.



YAMAHA FZ750



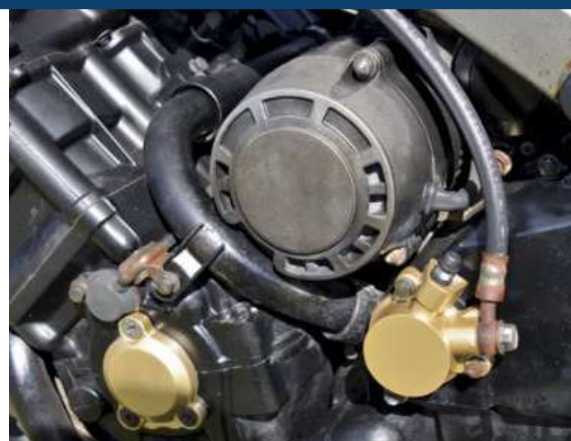
The engine measured just 414mm across – narrower than the company's 400-4 – with the alternator mounted on a jackshaft behind the cylinder block instead of on the end of the crankshaft. A novel approach to minimising the overall width was to use wet liners only at the hottest part of the block – in the middle. More fresh thinking appeared in the ignition department, with two coils attached to each side of the crankcases and triggered by grooves machined into the outer flywheel webs. When the groove passed the coil the magnetic field was broken, triggering a spark, which always came at exactly the same point, so ignition timing never varied. An ignition cut out prevented revs from rising above 11,800. Power was quoted as 102 hp at the crankshaft, but by the time it arrived at the rear wheel around 17 of those horses had gone astray.

Every test of the new model commented on the broad spread of power and the mid-range grunt – the engine pulling cleanly from as low as 2,000 rpm all the way to the red line at 9,500 rpm, by which time the FZ750 was doing 228 km/h in top (6th) gear.

Another aspect that drew universal comment was the gearbox – frequently referred to as 'sloppy' with excessive transmission freeplay and a snatchy nature in the city due to a clutch with a very narrow take up.

Visually, the engine broke new ground, with the cylinders tilted forward at 45 degrees, and this created some unique design challenges. With the engine at such an angle, the bank of 34mm CV Mikuni carburetors ended up where the cylinder head would normally have been, with a near vertical straight path to the engine. It also meant a fuel pump was necessary, and that the air filter and airbox was located forward of this in a space behind the steering head. With the air intakes facing forwards directly into the air stream, rather than drawing from under the seat as was usual, a healthy supply of cool air was delivered to the airbox. To accommodate the top of the engine and the airbox, the fuel tank tapered from the front with the bulk of the liquid carried low and to the rear – not a bad thing in lowering the centre of gravity.

Ironically, news of the 5-valve FZ750 was greeted with scepticism in many journalistic circles;



ABOVE Overall engine width is reduced by siting the alternator above the crankcase.

RIGHT Flush fitting fuel cap was handy for racing.



memories of the ill-fated TX750 twin with its Omni-Phase balancer and chronic oiling problems perhaps still fresh. To counter the negative response, Yamaha engineer Osamu Tamuru, the designer of the new engine that he had been working on since 1980, issued a number of press statements vigorously defending the design. He pointed out that the three inlet valves weighed half that of the Yamaha XJ750 and had less lift, resulting in much less wear. Yamaha also made much of their new 2,000cc V6 racing engine, designed for sports car use, which also employed 5-valve heads.

Chassis-wise, the FZ750 also broke new ground. With the slanting engine, it was a task to keep the wheelbase short enough, and on the FZ it ended up at 1485mm. The frame itself was based on the works OW60 500cc Grand Prix machine raced by Graeme Crosby in 1982, but made in rectangular section high tensile steel rather than aluminium. Steering angle of 25.5° with 94mm of trail was also GP-inspired, as was the use of a 16-inch front wheel. Front forks were air-assisted with compression damping increasing with the travel, while at the rear, a single shock with remotely adjustable spring preload and rebound damping, mounted vertically behind the engine, was used. Braking was by ventilated discs with twin piston callipers at both ends – the rear with the calliper underslung.

The instruments were virtually identical to those on the popular RZ Yamahas – big and easy to read, with automatic cancelling indicators a nice touch. Something that was rapidly disappearing from sport-styled bikes – a centrestand – was a standard fitment on the FZ. The choke control and the reserve fuel tank were set into the left side of the small fairing. Interestingly, Yamaha chose only to fit a half fairing, when its chief rival in the 750 class, the Suzuki GSX-R750, sported a full fairing, albeit a slab-sided rather >

Visually, the engine broke new ground, with the cylinders tilted forward at 45 degrees, creating some unique design challenges.



LEFT Unusual exhaust pipe arrangement with outside pipes joining ahead of the collector box.



Front forks have external damping adjustments.



Near vertical inlet tracts sit above the unique 45 degree slanted engine.



Ventilated rear disc.



Packed instrument panel with speedo, tach, temperature/fuel and warning lights.

Yamaha FZ750



Built like a...

ungainly one. Officially, there was no explanation, but most felt that Yamaha simply wanted to make the most of the unique engine design by placing it on full view, although a fully-faired model was offered as an option in USA. Significantly, the Suzuki tipped the scales a full 32 kg lighter than the Yamaha.

Public bow

The entire development process of the FZ750 was shrouded in intense secrecy, and when it appeared in public for the first time at the September 1984 Cologne Show it caught everyone by surprise. At this time, the emphasis was markedly swinging away from big bore superbikes back to the 750 class – fuelled by the rumoured imminent introduction of an official F.I.M. World Superbike Championship with a 750cc upper limit.

In Australasia, the hotbed for Production Racing in the world, news of the FZ750 was eagerly savoured by the competition fraternity. Its debut at Bathurst was hardly auspicious however, being comprehensively beaten by the Suzukis, which took the first three places in the 750 Production Race. A few weeks later at the Denso 500 at Winton, it was a different story, as the Yamahas' big fuel tank and better fuel consumption came into play – the Yamaha Dealer Team pairing of Kevin Magee and

Michael Dowson making only two stops to their opposition's three.

Yamaha's chances for the all-important Castrol Six Hour Race at Oran Park looked good, but the fuel advantage was negated by the weather; the race being run at a much reduced pace in wet and gloomy conditions. Eleven teams opted to enter the FZ750, the same number as chose the GSXR-750. Dowson and Magee were again teamed on the Toshiba Yamaha Dealer team bike, with other fancied pairings coming from the Match Racing bikes of Paul Feeney/Richard Scott and Glenn Taylor/Glenn Williams. In the race, Len Willing's Kawasaki GPz900 and Magee's FZ750 battled it out for the lead, but Magee's co-rider Dowson dropped the model mid-race. Meanwhile Paul Feeney, riding with a broken ankle, was putting in a demon ride and came home the winner after Willing fell in the final ten minutes, even though both Feeney and co-rider Richard Scott slid off during the course of the race. Magee/Dowson capped a great day for Yamaha with third place.

A year down the track, the 1986 running of the Castrol Six Hour was all about the FZ750, with Magee and Dowson once again paired to come home with almost a lap advantage over the all-Kiwi Suzuki GSXR-750 ridden by Robert Holden and Brent Jones. FZ750s also filled third and fourth places. |

1985 Yamaha FZ750

Specifications

ENGINE	Water cooled four cylinder DOHC with 5 valves per cylinder.
BORE X STROKE	68.0 x 51.6 mm
DISPLACEMENT	749cc
COMPRESSION RATIO	11.2:1
POWER	102 hp (75.0 kW) @10,500 rpm
TORQUE	78.5 Nm @ 8,000 rpm
CARBURATION	4 x 34mm Mikuni Constant Velocity
IGNITION	Transistorised battery/coil
TRANSMISSION	Gear primary drive, wet hydraulic clutch, six speed gearbox
CHASSIS	Rectangular section steel double cradle frame. Rectangular section alloy swinging arm.
SUSPENSION	Front: Air assisted telescopic forks with progressive damping. Rear: Rising rate monoshock system with continuous preload adjustment and nine rebound damping settings.
BRAKES	Front: Twin 260mm ventilated discs with 2-piston callipers. Rear: Single 260mm ventilated disc with 2-piston calliper.
FRONT TYRE	120/80 V16
REAR TYRE	130/80 V18
DRY WEIGHT	209kg
SEAT HEIGHT	780mm
WHEELBASE	1485mm
FUEL CAPACITY	22 litres
OIL CAPACITY	3.5 litres
PERFORMANCE	Standing 400m: 11.6 seconds/184 km/h
ZERO TO 100 KM/H	4.3 seconds
MAXIMUM SPEED	228 km/h
PRICE IN AUSTRALIA	\$5,590.00 (1985)

But racing is a fickle sport, and in 1987 there was not a single FZ750 to be seen at the Six Hour – the outright honours instead going to the new FZR1000, the latest and fastest version of the Yamaha five-valve story.

The FZ750 remained in production until 1991, but Yamaha persisted with its five-valve engine until 2006 in the form of the R1. Then in 2007, Yamaha joined all other major manufacturers in reverting to a four-valve head for the R1 and its other big four strokes. Why was five valves abandoned after all this time and development? There's no official word – that's progress for you, but manufacturing costs may well have had a lot to do with the decision. ■

Thanks to Old Gold Motorcycles of Londonderry, NSW for the opportunity to photograph both of the Yamaha FZ750s featured here.

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THE HEART OF HISTORIC MOTORCYCLE RACING



TRACKS IN TIME

CALDER PARK, VICTORIA

The **wiggle-and-a-bit**



Calder Park, Victoria

When Melbourne businessman Jim Houlahan purchased a property on the Calder Highway near Diggers' Rest, north west of Melbourne around 1960, he planned to use the site to establish a motor wrecking business. Before that could happen, a growing bunch of mates began to use the paddock as a place to tear around in their road cars on weekends.

Story Jim Scaysbrook

Photos Merv Whitelaw, Rob Lewis, Keith Ward

TRACKS IN TIME CALDER PARK



Pat Hawthorne, who owned a garage in Clayton, convinced Houlahan to build a sealed circuit with some of the finance provided by businessman Jim Pascoe. Incredibly, the construction of the circuit and its first rudimentary infrastructure took just three months.

At a cost of £200,000, a one-mile (1.61km) track was laid using hot mix bitumen, giving a billiard table surface, even if the layout was rather unimaginative. In fact, the new Calder circuit was basically two almost parallel straights with a right left 'wiggle' (known originally as the Lucas Loops) at the northern end. On January 2nd, 1962, members of the media were invited to the official unveiling of the track, which was entirely enclosed by a low safety fence, with a further gap of 10 metres to the spectator fence.

Pascoe was a successful businessman, and he guided the circuit's fortunes until his untimely death in May 1969. In that first decade of operation, Calder became an immensely popular venue, and a highly successful one – perhaps the most successful circuit in the country. Although flat and, on paper at least, rather

featureless, Calder's layout encouraged cut and thrust racing that kept spectators well entertained.

The first meeting (for cars) took place on January 14th, 1962, promoted by the Australian Motor Sports Club, and four weeks later came the opening meeting for motorcycles, which was given the title of Victorian TT. Star billing was reigning 125cc World Champion Tom Phillis, with his works 250cc 4 cylinder Honda, but also on the card was a second 250-4, the older model brought to Australia in 1961 by Phillis and subsequently passed to Kel Carruthers. Phillis described the track surface as "easily the best in Australia and equalled only by one or two short tracks overseas". The meeting was promoted by Hartwell Club, which decreed that all officials and even mechanics had to wear a white coat or white overalls. MV Agusta-mounted Carruthers cleaned up the opening race, the 125 TT, from Barry Smith's Honda and Ken Rumble's Ducati. Such was the size of the entry for the 250cc TT, two heats were necessary to whittle down the field for the 10 lap final, which predictably went to Phillis over Carruthers. The result



was the same in the Junior TT, so it appeared the only chance of seeing the Hondas toppled would be in the main 15 lap Senior. For a brief moment, it appeared British honour could be saved as Ken Rumble's Norton out-dragged Phillis on lap 2, but it was a temporary situation, with order restored soon after while Rumble then had to concentrate on keeping Carruthers at bay. Sidecar honours went to the combination of George Murphy and Frank Goodwin on their Vincent, but only after an entertaining battle with Lindsay Urquhart until the rear wheel on Urquhart's Norton collapsed. Phillis' fastest lap of 53 seconds (an average of 68 mph) was well shy of the car mark of 75.6 mph established by Bib Stillwell's Cooper Climax. Significantly, the Touring Car race was won by Bob Jane, who would later play a pivotal role in the circuit's future. ➤

ABOVE **Keith French's Yamaha YDS1R at the opening meeting in 1962.**

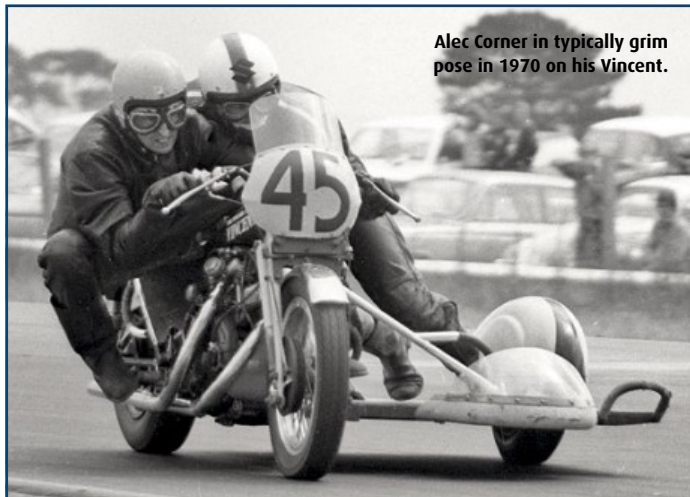
TOP LEFT **Star of the 1962 opening meeting, World Champion Tom Phillis on the works 250-4 Honda.**

MAIN LEFT **Typical 250 action from 1969, with Ginger Molloy's Bultaco heading the Yamahas of Peter Richards and Allan Osborne, and Peter Jones' Suzuki TR250.**

BELOW **Le Mans start to an all-capacities Production Race in July 1970.**



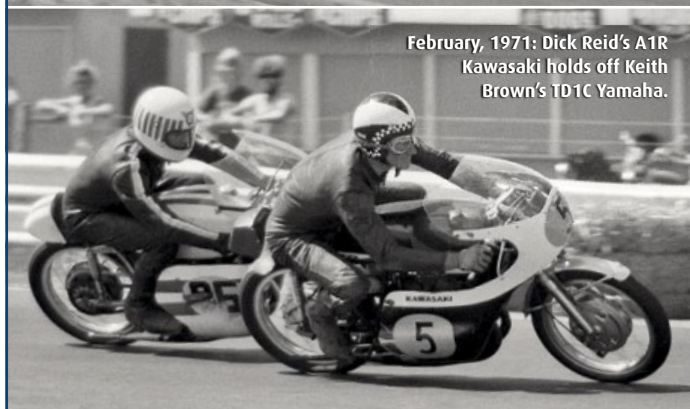
TRACKS IN TIME CALDER PARK



Alec Corner in typically grim pose in 1970 on his Vincent.



Kal Carrick chamfers the crankcases on his H1 Kawasaki in 1970.



February, 1971: Dick Reid's A1R Kawasaki holds off Keith Brown's TD1C Yamaha.



Karel Morlang heaves his Triumph Metisse through the Esses in 1971.



Pete Allen chases Ross Barelli in 1970.

Phillis' lap record lasted only until the second meeting, just five weeks later. After the demolition of the main races by the screaming Hondas, Hartwell club banned 250s from the Senior, so Carruthers accepted a ride on Jim Guilfoyle's Manx Norton and in winning the Aces Scratch race over 15 laps, set a new mark of 52.6 seconds. Returning from several seasons in Europe, Ron Robinson came a cropper and broke bones in both hands.

Calder quickly established itself as a major venue, unfortunately at the cost of the popular and long-established Darley track at Bacchus Marsh, which closed after running its annual Harvey Wiltshire Trophy in 1962. Calder's proximity to Melbourne, with modern (although meagre) facilities certainly made Darley's ex-army paddocks seem inadequate and out dated, even if the racing was always close and spectacular. Ironically, the Harvey Wiltshire Trophy set down for Darley in June 1963 was transferred to Calder, and won by Ken Rumble. The veteran all-rounder

established himself as the man to beat at Calder, dominating proceedings in 1962 until the arrival of Jack Ahearn for the final meeting in November, where Jack lowered the track record to 52 seconds en route to winning the Senior.

Since 1914, the Australian TT had been the country's premier meeting – the official national championship, but with the gradual demise of the traditional public road circuits, the TT had been reduced in status as it alternated between the states using smaller tracks. After Lakeside in Queensland hosted the 1963 TT, it was Victoria's turn, but the logical choice, Phillip Island, was in ruins after the 500 mile car races, and there were no other takers. Finally, the Victorian ACU sought special dispensation from the ACCA in order to conduct the TT on a circuit only one mile in length – Calder. Not only was the length of the circuit unsuitable for the title, the prize money on offer was laughable. The Lightweight TT carried just £8 for the winner, the Ultra Lightweight £5. Predictably, there was outrage from the



TRACKS IN TIME CALDER PARK

Graeme Laing
wrestles a
GT750 Suzuki
around in 1971.



top interstate riders, among them Carruthers, Len Atlee, Kevin Cass, John Dodds, Eric Hinton and Ron Toombs, who wrote to the organising Harley Club announcing that they would "forego the doubtful honour of competing in the 1964 Australian TT". With the entry virtually restricted to locals, and with rain on the Sunday, spectators were largely absent as well. The titles went to veteran Bert Flood (125 Bultaco), Allan Osborne (250 Yamaha), Dick Reid (350 Norton), and Ron Angel (Senior and Unlimited, Norton). Former solo rider Peter Highland (Norton) won the Junior Sidecar, and Alec Corner (Vincent) the Unlimited Sidecar.

The Victorian TT became an annual fixture each February, usually attracting top interstate riders as well as leading locals, but the next big thing in Calder's history occurred in December 1971 when Giacomo Agostini arrived with his works MV Agustas. Coincidentally, Bob Jane announced that his organisation had secured the rights to market the range of MV road machines. Even with live television coverage, a crowd of 25,000



crammed into Calder to see the Italian superstar win all starts, despite being unable to use top gear on either of his machines. The main race was the 30-lap City of Melbourne Grand Prix, where Ron Toombs and Ginger Molloy took turns to lead before Agostini breezed past to win.

The 1972 Pan Pacific Cup was an experiment to establish an International Series in Australia during the Europe/USA off-season, and it attracted a small band of imports led by US Suzuki star Ron Grant, who brought with him one of the fearsome TR750 triples. In a fairing-bashing

duel with Ginger Molloy (750 Kawasaki), Grant took the win by inches, establishing a new lap record in the process.

Soon after, the ownership of Calder passed into the hands of Bob Jane, who wasted no time in instigating improvements and ideas. The Pan Pacific Series had failed to continue, but the annual Victorian TT was always a well-supported show, the main Unlimited event falling to Bryan Hindle (1973 and 1974 – the second year giving the new Yamaha TZ700 its first Australian win), Murray Sayle (1975), Bob Rosenthal (1976), >

ABOVE Giacomo Agostini on the works MV Agusta in 1971.

BELOW Crowded front row for the 1972 International: from left Greg Johnson (5), Peter Jones (18), Len Atlee (9), John Maher (32), Jeff Curley (14), Mike Steele (8), Sonny Soh (6), Robert Madden (59), Cliff Carr (3), Ron Toombs (63) Ron Grant (2), Bryan Hindle (50) and David Emde (60).



TRACKS IN TIME CALDER PARK



Wet track, squared-edged road tyre, equals one crunched Triumph in 1971.



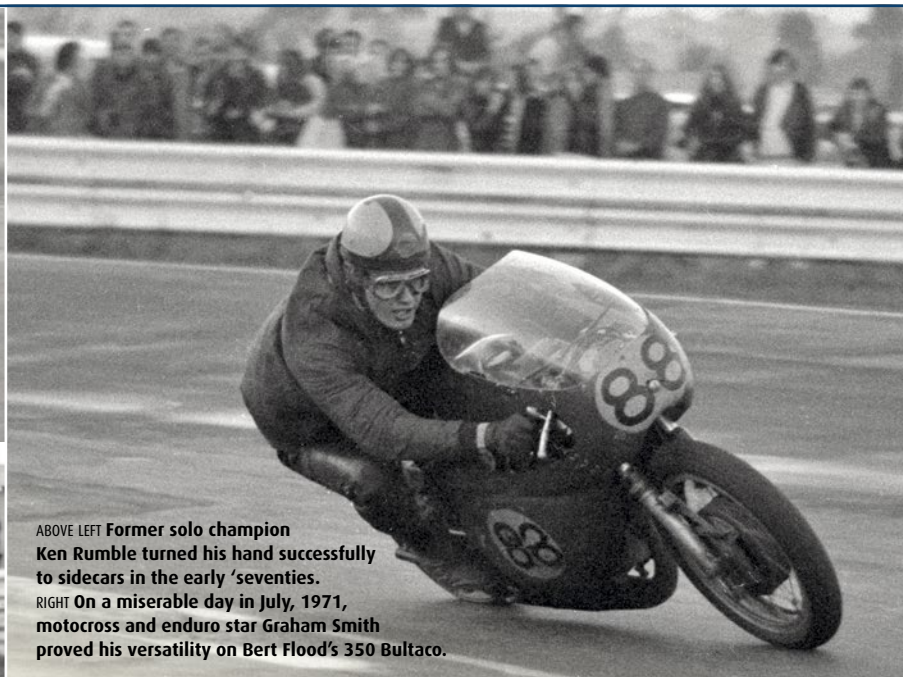
Stars of the 1977 International meeting, Ray Quincey and Gregg Hansford.



Malaysian Sonny Soh (Suzuki TR500) at the 1972 International.



Simon Buckmaster and David Horton power through the bottom turn in the 1986 Swann Series.



ABOVE LEFT Former solo champion Ken Rumble turned his hand successfully to sidecars in the early 'seventies.

RIGHT On a miserable day in July, 1971, motocross and enduro star Graham Smith proved his versatility on Bert Flood's 350 Bultaco.

and Gregg Hansford (1977 and 1978). 1978 was also the first year of what was to be the long-running Swann International Series, picking up on the earlier Pan Pacific theme, and Calder regularly hosted a round, beginning in 1978 where Murray Sayle won both legs. During the Production racing boom, the Calder Two Hour in August became a major event as a lead up to the Castrol Six Hour, but it faded after the 1980 event.

Although motorcycles played an important part of Calder's financial viability, decisions always seemed to be made with the car side's interests foremost. An example was in 1976 when the top corner was encased in a concrete wall, with absolutely no run off. It came just before the much-vaunted 2-3-4 wheeled extravaganza that featured 'international' riders Chas Mortimer and Stu Avant, who were en route to New Zealand for the Marlboro Series. Twelve months later, in November 1977, the same pair was back, joined by Italian Marco 'Crazy Horse' Lucchinelli, at that stage relatively unknown, but a future

world champion. The meeting was plagued with problems from the outset, beginning with Mortimer's bikes being stranded by a dock strike in Sydney. Lucchinelli was in trouble with customs as well after 45kg of Italian ceramic tiles (a product of his sponsor) was found inside the crate containing his TZ750 Yamaha. Then the FIM demanded \$117 from each local rider who competed against the 'internationals'. Leg One of the 'Formula Unlimited' began with Lucchinelli retiring on the warm up lap with a misfiring engine, to the vocal disapproval of the many Italians amongst the spectators. A shambolic start when the flag was dropped prematurely gave Gregg Hansford a flyer, but he sportingly allowed the field to catch up and engaged in an entertaining dice with Ray Quincey, both pulverising the lap record down to 45.5 seconds. The result was the same in the second seven-lap leg, this time with Lucchinelli third. The feature race was the International Cup, over 10 laps, and with a sizzling 45.1 second record lap, Hansford steamed away, leaving Quincey to just hold out Lucchinelli and Rick Perry.

As the big two strokes were gradually replaced by even bigger four strokes, the mighty battles of the fledgling Superbike category proved a winning formula, particularly at Calder and Winton. By 1980, the NGK and later Western Underwriters Superbike Series had become the hottest thing in Australian racing, with monster horsepower, tricky handling bikes ridden to their limits by the likes of Andrew Johnson, Rob Phillips, Mick Cole and Malcolm Campbell.

TRACKS IN TIME CALDER PARK

However by the mid 'eighties, Jane's dreams had shifted to the construction of the enormous Thunderdome – a \$55 million project that consumed a reported \$20 million of Jane's own fortune. As well as the high banked oval itself, Jane modified the original 'National' circuit by extending the main straight and incorporating a switch-back right-left over an artificial hill that led onto the back straight. This extended the length of the National Circuit to 1.417 miles (2.28km). However the new layout proved to be unsuitable for motorcycles and a track licence was withheld until fences were moved back – a situation that remained unresolved for some time. In 1987, the second-last running of the Swann International Series took place at Calder, using the brand new Thunderdome (run clockwise) with its off-camber entry and exit corners, as well as the road circuit, where Malcolm Campbell on the works oval-piston NR750 and Michael Dowson (Yamaha FZR1000) took a win apiece.

But the game was pretty much up for Calder in terms of top-level motorcycle racing by the late 'eighties. Australia had gone Grand Prix mad, and the advent of the Australian round of the World Superbike Championship in 1988 had effectively killed off the Swann International Series. Jane's fascination with the NASCAR and AUSCAR events on the Thunderdome saw the gradual decline of the traditional events, and with ever-more stringent circuit safety standards being demanded by Motorcycling Australia, Calder slipped off the radar. Its fortunes



ABOVE LEFT **Marco Lucchinelli** at the 1977 International meeting.

ABOVE **Rob McElnea** after winning the 1984 Swann Series at Calder.

were not helped by the very public brawl that developed in 1991 between Jane and the Confederation of Australian Motor Sport (CAMS), which put an end to almost all activity on the road circuit not only at Calder but at Adelaide International Raceway, which Jane had purchased in 1981. The feud lasted four years and cost both organisations a considerable sum of money.

Calder's history has been dotted with many lows and highs, and one of the lowest occurred in 1993 when it became the venue for a concert featuring the US mega band Guns 'n' Roses. What was billed as the greatest rock show ever to hit Australia degenerated into a fiasco and a legal miasma when fans began arriving days before, camping out to get best spots and bringing with them camping equipment, food and drink. When the gates finally opened, burly security staff confiscated everything – even sunscreen and bottles of water. Inside, water was sold for \$5 a bottle. What toilet facilities existed were woefully inadequate and the temporary structures quickly erected –

little more than hessian screens on bare ground – degenerated into putrid swamps. Nearly two thousand people were treated for sunstroke and many were transported to hospital. Then it rained, in fact it poured, turning the entire place into a fetid bog. Car parks became impassable, bogged vehicles abandoned. By midnight, the Calder Highway was a moving throng of more than 10,000 ragged people trudging their way back to Melbourne. The avalanche of complaints led the Victorian Ombudsman to launch a formal investigation and brought about big changes to promoters' responsibilities at such events. Guns 'n' Roses wasn't the first rock concert at Calder, but it was the last.

Today, Calder Park, as it has been known for the past 20 years, sits largely idle, the Thunderdome overgrown with weeds, and the road circuit looking very tatty. Its main use is for the relatively new form of motor sport known as drifting, plus road-car based drag racing – a far cry from when the world's top riders and drivers regularly thrilled patrons. ■

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True North

Gerard 'Gerry' Rowley is a familiar figure on the local rally scene, when his hectic work schedule allows it. Now a resident of Adelaide, Gerry spends much of his time at other locations but still manages to find time to fettle his mouth-watering collection, the latest addition to which is the Rob North BSA Rocket 3 featured here.

Story and photos
Gerry Rowley and Jim Scaysbrook



ROB NORTH BSA ROCKET 3

This fabulous machine first appeared locally at the 2015 Southern Triples rally held at Kangaroo Valley south of Sydney. I caught up with Gerry at the All British Rally at Newstead a few weeks later, where his new machine was constantly surrounded by admirers. One month later I saw Gerry again – this time at the Vincent-Velocette rally in the NSW Southern Highlands where he was aboard a 1948 Vincent Rapide supplied by his mate Ken Phelps. This man likes his motorcycling.

Born and raised in the coal mining district of the West Midlands, Gerry trained as a diesel mechanic, following a family tradition. His home town of Hednesford, Staffordshire was perfectly positioned to many nearby race circuits such as Mallory Park, Oulton Park, Silverstone and Cadwell, but the staple fare of two strokes that dominated the grids in the early 'seventies didn't really light his fire. That all changed when he went to the famed Anglo American Match Race Series at Mallory. ➤



ROB NORTH BSA ROCKET 3



"I think it was the second year (of the match races) as I believe the first year was all Triumph and BSA Triples in the race but this year the American team had Cal Rayborn on a Harley-Davidson and he was duelling with Ray Pickrell on his Rob North Trident Out of the 6 races – 2 at each Brands Hatch, Mallory Park and Oulton Park – they won 3 races each but Ray Pickrell came out on top with points. What a difference this was watching the big 4 stroke 750 machines Harley Davidson, Triumph, BSA with Rob North frames and the famous John Player Nortons with Peter Williams and Phil Read on board. The triple howl is something that has just implanted itself in my brain."

Gerry emigrated from the West Midlands to Melbourne in 1981, but it wasn't until he turned 50 that he actually achieved his ambition of owning a Norton or a triple. His first purchase, with much encouragement from his partner Wendy, was a 1974 Norton Commando Roadster Mk11A with just 3,500 miles on the clock. "I had entered into the great world of owning a classic bike," he recalls fondly. "The next bike I bought was a really nice example of a Australian-delivered 1969 BSA Rocket 3 which has been a great bike to own and ride. In 2012 I rode it from Melbourne up to the Triples Rally held in Ballina, northern NSW. It performed superbly all the way and on the Rally rides. The next triple I had was Triumph Hurricane X-75 (really a BSA) bought for me by my partner Wendy. Wendy rides a Moto Guzzi Californian and I said to her if she is to come to the All British Rally with us she will have to ride a British bike. Well in January 2013 in the middle of the night I woke up and she was sitting up in bed looking all pleased with herself to inform me that she had just bought a 1969 Triumph Trident on Ebay in the States! The other bike I have is a Norton Interstate 1974 MK 11. This was imported from the States but I purchased it out of Queensland from a Triple owner Steve Robins. I am now an avid Triples and Commando fan and do try to get to rallies and events where I can mix with like-minded people and have now got many friends with the same interests."

But back to the red and white Rocket. Gerry says the impetus to own it came from a trip to his native UK in 2012.



ABOVE Gerry's bike under construction in UK. LEFT Exciting moment as the crate arrives home after Customs clearance. BELOW LEFT Proud owner, Gerry straddles the freshly-unboxed machine.

"One of my intentions whilst in the UK was to look at two options of having a special built for me; one being a Rob North BSA and the other a Norton Production racer. The only place that I know of that has variants of these two great bikes under one roof is the National Motorcycle Museum, so I spent nearly a full day there looking at displays of both bikes. I took loads of photographs of both marques and spent ages when at my brother's house going through all of the images wondering which bike to spend my hard-earned money on, as they are all great bikes of the early 'seventies racing era. I also spent lots of time on YouTube watching and especially listing to the exhaust note of both, particularly the howl of the triple."

"I was staying with my brother Tim in Hednesford which is also where I grew up and started riding bikes. Norvil Motorcycles at Chasetown that is run and owned by Les Emery is only 2 miles away from Hednesford so we decided, unannounced, to go and visit Les and have a look at what he had to offer. I had never been to Norvil before as I had moved to Australia before Les had started this business, but had read many articles in magazines over the years showing new Norton Commandos being road tested built by Norvil. They can build a new Norton Commando to virtually any specification you want, or if you supply a Commando they can also do the same."

"We arrived at Norvil just after lunch and spoke to a guy behind the counter. When I explained what I wanted he duly got Les Emery to the counter, who looked at me over his glasses and said, 'Well, you better come around this side and I will show you around'. He showed me a newly-built Norton MK11 Roadster that they had just completed for a client in France who was due in the next day to ride it ➤

"I had a UK holiday with Wendy in 2012 where we took in the IOM TT. Whilst in the UK I visited the Norton factory at Donington where I had a tour of the factory and showroom and sat on a new Norton. I was very impressed with the product and assembly method, as each bike is individually hand-built by two people and a separate person specialises in assembling the engine and gearbox unit."

ROB NORTH BSA ROCKET 3



ABOVE Rob North crafted and installed the hearty exhaust system for Don Vesco's World Land Speed Record contender, Turbinator II. LEFT AND INSET The Rob North-framed BSA Rocket 3 ridden by Mike Hailwood at the 1971 Daytona 200.

Who is Rob North?

You can't become a legend overnight. It takes time for the myth to build up, during which time the facts often become confused with fiction.

In the case of Rob North, the legend really began at Daytona in 1972, when a fleet of triples, some in BSA guise and some in Triumph form, descended on the speedway hell-bent on claiming the richest prize in motorcycling, the Daytona 200. They didn't succeed that time, but twelve months later it was a different story. Those bikes used frames made by Rob North – a master craftsman but a terrible businessman.

In motorcycling terms, Rob North's story began in the 'sixties in the north of England. As a teenager, Rob had befriended Doug Beasley, a legend in the specialist motorcycle frame building game who had built chassis for all sorts of bikes, including the 250cc Velocette raced to fifth place in the 1953 Isle of Man Lightweight TT by Australian Sid Willis. Eventually Beasley gave North a part time job, where he quickly picked up the nuances of the art. Rob was also mates with Triumph works tester and racer Percy Tate. By 1967, Tate was racing a 650 Triumph with a frame built by the equally legendary Ken Sprayson of Reynolds fame, but the more power that was extracted, the more unpredictable the handling became. Young Rob began tinkering with the Triumph, adding gusseting and other mods which Tait reckoned improved the handling considerably. For the 1968 British season, Tait had North build a complete frame, which is reputedly the chassis that Tait used to score a sensational second place to Giacomo Agostini's MV Agusta in the 500cc Belgian Grand Prix.

Rob himself was also an aspiring sidecar pilot, building his own outfit with a leading link, and later hub-centre, front end. He also built a lightweight frame used by successful dragster Eamon Hurley to house a Manx Norton engine and gearbox. Rob's sidecar endeavours had convinced him that the steering head area was, in the case of most conventional frames, under-engineered and subject to fore and aft flexing. Even the fabled Featherbed frame, he reckoned, was not entirely guiltless in this respect.

When Percy Tait managed to coax a triple out of

the BSA/Triumph concern with a view to racing it, he turned to Rob for a bespoke chassis. The standard set up was not only extremely heavy, but the geometry was far from ideal for racing, particularly on faster circuits. Tait even managed to convince Triumph to make a small contribution towards the cost of the frame, while he and Rob funded the balance. A jig was constructed from scrap angle iron, as this was always intended to be a one-off exercise. Rob avoided the Norton-style steering head arrangement whereby the top tubes of the cradle swept around the front down tubes and joined the head stem at the bottom, while the front tubes joined the top of the stem. Instead, his concept reversed the design, with the top frame tubes joining the top of the head stem and the down-tubes the bottom, and with a bracing strut between the two.

The three-cylinder engine was moved forward by one and a half inches to put more weight on the front wheel, and ground clearance was increased by a similar amount. The head angle was set at a fairly steep 27°, but this was later increased to 28° with extra trail. From all accounts, this modified chassis, introduced for 1972, steered immeasurably better on the tighter English tracks.

Harking back to 1970, BSA/Triumph, despite a chronic shortage of cash, caved into the demands of their US distributors and announced a major assault on the Daytona 200, enlisting the great Mike Hailwood, plus US stars Gary Nixon and Gene Romero in the squad of three BSAs and three Triumphs. They ordered eight complete frames from North and the bikes were assembled in the factory race shop. Ultimately, various problems beset the effort but Romero finished second behind Dick Mann's CR750 Honda. One year later, and with Dick Mann in the saddle and the revised Rob North frames victory was theirs, not that it did much good for the company's future. Nor, for that matter, Rob

North. That year, the oil cooler was moved into the nose of the fairing, with a horizontal slot to feed air. The slot became a distinguishing feature of subsequent bikes. Hailwood's 1971 BSA, redone in Triumph livery, won the 1972 Isle of Man Formula 750 TT, ridden by Ray Pickrell. John Cooper famously won the rich Race of the Year at Mallory Park on one of the Daytona BSAs, beating Agostini's works MV-3, and Tait and Pickrell combined to win the Bol d'Or 24 Hour Race at Le Mans on another BSA.

Of course, tyre technology of the day was the defining factor in road holding, and for racing, the Dunlop 'Triangular' was the universal choice. With so little grip from the rubber, the frame had a much easier time, and deficiencies were less graphically highlighted. At Daytona, Hailwood found his BSA such a handful around the 'infield' section that he requested, and received a shorter swinging arm. It can't have worked as planned, as he fell off the bike first time out. However some modern versions of the North frame do indeed employ a swinging arm shorter than the original design in order to better utilise more advanced tyre technology.

Rob North decided to have a look at his work in action by attending the Daytona 200 in 1973, and there was no return trans-Atlantic trip. He cites several reasons for his decision to give up life in Britain, among them the weather, and financial problems. He says his old sidecar racing rival, Chris Vincent, helped him out of money problems on more than one occasion. The ownership of North's manufacturing business in England passed to Norman Miles, but there was on-going confusion as 'Rob North replicas' began to appear from several other sources. In total, North built only about 90 frames before his stateside departure. In California, North's services were engaged by Kel Carruthers for a frame to be used on Kenny Roberts' 250cc Yamaha. That bike went to Europe and scored many successes, leading to further orders – and more than one copy. Later work came from Don Vesco for racing and record attempts, and he has diversified into other tubular structures such as ultra-light aircraft. ■

Rob's sidecar endeavours had convinced him that the steering head area was, in the case of most conventional frames, under-engineered and subject to fore and aft flexing.

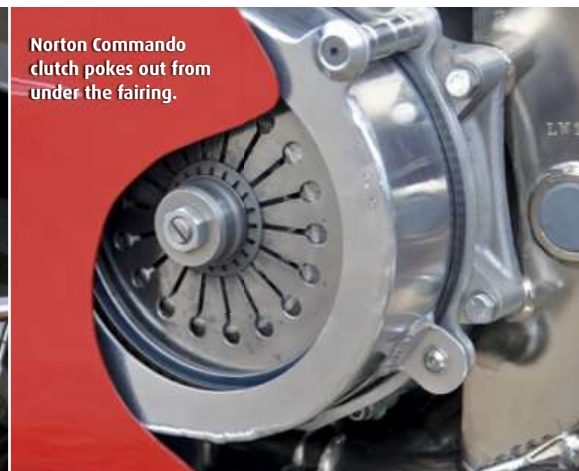
ROB NORTH BSA ROCKET 3



The howling department.



Pilot's view.



Norton Commando clutch pokes out from under the fairing.



ABOVE Alloy oil tank sits under the seat. BELOW Original race-pattern seat adapts well to road use.



Rear end sports conventional Hagon shocks.

back to France. It truly was just like it had come out of a Norton dealer's showroom back in the 'seventies. I ended up spending the whole afternoon at Norvil. I was very impressed with their clean rooms where they build up the bikes and separate clean rooms for engines and gearboxes. They had several new bikes on the go being built up whilst I was there in the end Les said, 'Just make yourself at home'. The whole experience at Norvil was great, and talking to Les there was certainly no pressure to buy one of his bikes. He said if I wanted one I could join the queue and from start to finish it would be about two years depending on specification!

"Two days later it was off to visit Les and Denise Whiston at Rob North Triples, which trades as Trident MCS. I had already made contact with them before leaving Australia and found them very friendly and welcoming. On arrival I was amazed they live in a very built-up part of the West Midlands at a place called Dudley, and the entrance is a small country lane onto a small country property with an old cottage and farm sheds. The sheds have been converted to very well appointed workshops with machining facilities, frame fabricating and a big bike section with Rob North triples on the stands.

"Les and Denise's business specialises in Rob North Triple racers, from supplying complete race or road-ready bikes or rolling chassis, along with any individual Rob North part or component for the Rob North racer. They can also supply complete new engines built up from new parts. They have their own crankcases cast which are machined on site, plus new gearboxes, belt drives and so on, and are now offering billet cranks in three different sizes

with steel conrods. They also carry out full restorations on road bikes and service and maintain clients' racers. At the time of my visit in 2012 I saw a Triumph Hurricane and a BSA Mark 2 5-Speed Rocket 3 being restored.

"Les ran through the frame building process where the whole thing is fully fabricated on site on the original frame jig that was built by Rob North himself. He explained to me that the frame builder Mike Pearce had known that there was a slight alignment error on the jig so this has now been corrected. Les estimates that Mike had built around 500 frames in his career as a frame builder from when he started with Miles Engineering, who originally purchased the business from Rob North himself. Mike moved with the business when Miles Engineering sold the Business to John Simm and similarly moved with the business when Les and Denise purchased the business.

"Over the course of my visit Les ran through what I could expect to get if he built the bike for me so we started with his standard rolling chassis built for racing. However I wanted mine to be road-legal so he showed me other road-legal options he had built before. One of the problems with building a BSA Rocket 3 special is getting hold of an engine as they are quite rare, and because I wanted to use it on the road I did not want a new engine built. I was aware that Les owned a new engine in a discussion I had with his wife Denise previously on the phone but she said that he would never sell this as he had had it for a long time. Towards the end of my visit I said to Les I really want him to build a Rob North BSA but it could take quite some time for me to get hold of



Front end is period-correct.

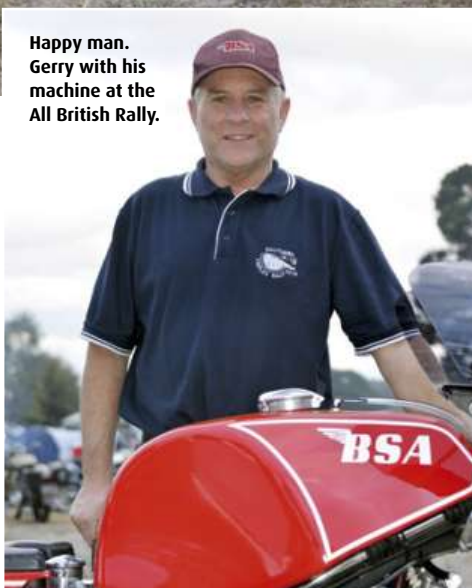


Heads now use centrally-mounted spark plugs.

ROB NORTH BSA ROCKET 3



Happy man.
Gerry with his
machine at the
All British Rally.



a Rocket 3 engine. At this point he said 'Follow me', and we went to another, older workshop which was more like a store. He leaned under a bench and dragged out a covered up Rocket 3 engine that he said I could have for my build. We agreed on a price and shook hands. In fact the whole build process and price was agreed on a hand shake, and when in the house with Denise she said that's how Les does his work as he has a great trust in people. She exclaimed he must like me as he had said he would never sell that engine he had under his bench.

"Once back in Australia I paid for the engine and confirmed the build would be to these specifications: Road Going Chassis (plus extras); Nickel Plated frame; Road fairing and lights/modern switches from Honda etc.; Tinted fairing screen; Stainless steel exhaust with baffle; Daytona tank and seat; Small Lithium battery to fit in rear of seat; Smiths traditional look electronic speedo and tach; Trispark Electronic ignition; Solid state rectifier/regulator.

"The engine/gearbox unit was built to these specifications: Cylinder head - centre plug modification, gas flow inlet and exhaust ports, (ports on triples are very restrictive); Lash caps and mushroom adjusters; Rob North valve springs; Special high tensile cylinder head bolts; Neil Beadling big bore kit 850cc; Pistons and rings; Omega 10.5 to 1 compression ratio; Saenz S10 Billet con rods 330Grams; Mega Cycle 51B Camshafts; Crankshaft cross drilled, 4th oil way mod; Crankshaft balanced to 50% factor; Crankcase oil feed enlarged; Rob North high flow oil pump; Rob North close ratio 5 speed gearbox; Rob North belt drive; Norton Commando clutch; Keihin CR Racing smooth bore 29mm carbs; Dyno tuned before delivery.

"The bike was finished in April 2014 and arrived here in Melbourne 6th October 2014. The importing

was really straight forward and dealing with our own Department of Infrastructure was also straight forward and trouble free. I engaged a local Licensed Custom broker to do all of our local paperwork and clearances - Lachlan Hunter of I H Hunters in Tullamarine. They even picked up the cargo and took it to their warehouse in Tullamarine for me at a very reasonable cost. Once at home and un-crated we followed the start-up instructions from Les Whiston and it fired up in just a few kicks. It sounded great and we all had a big grin along with a celebrity bottle of beer!

"We had to make a chain guard to fit the bike so that I could take it for the RWC. The tester was really impressed with the spec, quality and finish of the bike and was happy so sign off on a roadworthy. I have now done 1,600 km on the bike and it performs really well. It is very light, and steers like no other bike I have ever ridden before, although I have only ever ridden classic bikes. The engine is very tractable as long you are above 3,000rpm and

really kicks in around 5,000 rpm. I have taken it to 7,500 rpm and Les says it is safe up to about 9,500 rpm, but I am not sure if I will ever take it there. At 7500 rpm in 3rd gear there was very little vibration and it felt turbine smooth but very fast - the fastest classic I have had the pleasure to ride.

"There was a delivery mix up with the Trispark ignition system that I sent over to have fitted to the bike and it duly arrived back in the post from England to my house. It was fitted with the later Boyer ignition system, and whilst running-in the engine the bike started really good and ran very well through the range. However after 1,000 km I decided it was time to start opening the throttle a bit and the first time I tried to go over 5,500 rpm it was like it had a rev limiter fitted. After a bit of head scratching, checking all of the obvious things like carburation, plug chops, timing, spark plugs etc., I asked Steve Kelly from Trispark if we could fit one of his Trispark electronic ignition systems but retain the two Boyer ignition coils that fit neatly under the petrol tanks and are hidden out of site. The challenge is that the Boyer system is a wasted spark system and uses two ignition coils and the Trispark system is a sequential firing system and uses 3 ignition coils.

"As I have gotten to know Steve really well and have run his experimental/trial ignition systems on my bikes at present and in the past he said he was up to the challenge. True to his word he travelled to my workshop, fitted the modified ignition system and it fired up straight away. I couldn't wait to try it out. It did run better than ever and as I approached the dreaded 5,500 rpm I was holding my breath for the phantom rev limiter only to find it raced through to 7,500 rpm whilst in 3rd gear - the first time I was really able to feel the potential of the bike and its performance." ■

EUROPEAN TRIP

By Multi through Europe

Story Jim Scaysbrook

Photos Sue Scaysbrook, Lynne Rosenthal

Whereupon, Mr and Mrs Editor embarked upon a three-week, five-country appreciation of museums, sights, snacks and a sensible amount of wine.

Late in 2014, a chance conversation with Ducati Australia Managing Director Warren Lee planted a seed in my head. The subject was the forthcoming release of the all-new Ducati Multistrada – a motorcycle that represents a quantum leap from its predecessors in many ways. Warren said a bike would be available for us to road test in the first half of 2015, and boldly I suggested that the place I would really like to test the machine was in the country of its creation. “That could be arranged,” he said, and from that point planning began in earnest, beginning with surrendering a pile of frequent flier points. As Mr and Mrs Editor of a magazine published seven times per year, our lives revolve around deadlines, so in order to snaffle ourselves three weeks away from the computer and local reporting duties, there was extra work to do. By the time we boarded the Cathay Pacific flight bound for Rome via Hong Kong, we needed that break.

26 hours later we touched down at Rome’s Fiumicino Airport, collected our luggage (the majority of which was our riding gear) and caught a train Rome Central. There we had an hour to consider our plans for the next 21 days before boarding the express train to Bologna, a journey of just over two hours, and thence to the nearby Ducati factory at Borgo Panigale. The factory itself was in full swing; around 1,100 employees frantically completing their tasks before the much-anticipated shut down for the summer vacation in



Racers and roadsters from MV Agusta’s glory days.

just three days time. We met up again with the ever-smiling Livio Lodi, curator of the highly-acclaimed Museo Ducati, who gave us a quick tour of the display. One important new arrival was a machine Livio had been chasing for ages – the missing link in the collection, a DOHC Desmo 125. This was unearthed in France and is displayed in fresh-off-the-track condition – a real time warp. We were aware of the frantic bustle in the place so after a short chat with Massimo Davoli, the International Press Manager, we were escorted to the holding area where our mount awaited us – a shiny new, white Multistrada 1200 S with just 1350km on the clock.

While I considered things like performance, suspension, brakes and so on, Mrs Editor pondered other things – specifically, would all our gear fit in the top case, panniers, and the neat little tank-top case? (This last item is really ingenious; clamped to

a fitting around the filler cap and secured by a spring that is released in split seconds – neat!). Fortunately, Sue’s pre-pack back home paid off – everything went where it was supposed to, although there would be no room for the several pairs of shoes she usually manages to purchase during overseas trips. What a shame, I thought. Later that evening, our travelling companions, Bob and Lynne Rosenthal arrived and met us at our overnight accommodation, the Hotel Amadeus in Borgo Panigale, which does a thriving business catering for the many visitors to Ducati. Bob and Lynne had hired a 2015 BMW R1200GS in Rome and jumped straight on it after arriving from Melbourne, ignoring the jet lag and putting in 400km up the Autostrada to reach us in time for dinner.

It was quite a climate shock to come from the coldest Sydney winter for many years and into a European heat wave, but while this is not in itself

EUROPEAN TRIP



The MV Agusta Museum gives little away from the outside.



Even the exterior of the Moto Guzzi Museum is historic.



If it's Wednesday, this must be Switzerland.

in any way distressing, it does present a few logistical issues when travelling sur la moto. With all luggage capacity spoken for, you need to wear full kit, regardless of the weather, but fortunately modern bike clothing is extremely sensibly and ergonomically designed – for comfort as well as protection. My DriRider Airflow is brilliant in channelling cooling air through a large number of vents, and with the mercury nudging 40 degrees, that's vital. Similarly, it is only in fairly recent times that I have discovered the versatility of flip-front helmets like my Shoei Neotec which are fantastic in such muggy conditions.

Visits to the MV Agusta and Moto Guzzi museums were first on our schedule, so we spent a couple of days based at Varese, which at this time of year was teeming with holiday makers who flock to the nearby lakes Maggiore and Como. MV's home town of Verghera is just down the road from Varese, and their museum occupies a small site in the suburb of Cascina Costa. For such an illustrious name, it's a comparatively modest affair, and you will be relived of just six euros as you enter by a kindly old chap who speaks no English. Once inside the series of four buildings that surround a courtyard full of the company's helicopters, you'll find a good >

EUROPEAN TRIP



LEFT Erwin Baumann's 9 metre stone eagle, erected in 1944, overlooks the Simplon Pass.

RIGHT Atop the Simplon Pass. "Can we do it again... pleeeze?"



representation of MV's post-war motorcycles, from roadsters to racers.

The Moto Guzzi museum is located on the eastern shores of the impossibly beautiful Lake Como, inside the company's historic factory site at Mandello del Lario. The museum actually occupies one of the original factory buildings, authentically presented down to creaking floorboards and peeling paint. The display contains gems from the company's illustrious racing past, with the fabulous 500cc V8 the crowning glory, along with an extensive range of the customer staples.

In typical summer drizzle, our little convoy hit the road for the real journey that would take us as far north as Aachen in Germany, where Mrs Editor had tickets booked for the European Equestrian Championships – the Isle of Man in the horse dressage world. Lothar Mildebrath, author, BMW Rennsport expert and OBA contributor, had kindly put together a route that guided us through the scenic routes away from the motorways, and the first section took us from Laveno Mombello, across Lake Maggiore by ferry to Verbania. Then it was upwards, ever upwards as we began the ascent of the Alps into Switzerland, via the mighty Simplon Pass.

The 2005 metre summit is reached via an incredible road that was actually built during the Napoleonic period in the very early 19th century, but it was not until 1950 that it was improved to the point that it could remain open all year. A little further on lies the even more torturous Furka Pass (2,429m). Both of these passes can be by-passed via tunnels, but for motorcyclists, they represent the greatest exhilaration run you can have on two wheels. And there were plenty of motorcyclists doing just that – thousands of bikes of all shapes and sizes, and each rider gives a little wave of the left hand as he or she passes. If one overtakes you, the 'wave' is transmitted by a wiggle of the right foot!

The first word that springs to mind regarding Switzerland is 'expensive', so we spent only one night recovering from our mountain climbing before pressing on to Mulhouse, in the Alsace area of France. Here the main aim was to visit the Cité de l'Automobile – the French National Motor Museum which houses the incredible Schlumpf Collection. Briefly, the core of this museum – the largest car collection in the world – is the array of vehicles amassed somewhat surreptitiously by the

mysterious Schlumpf brothers, Hans and Fritz. These two ran a feudal textile business with four spinning mills and hundreds of workers who were housed, transported and educated within the business empire in the nearby town of Malmerspach, in which the brothers owned 60% of the real estate. Unbeknown to anyone, especially their workers, Hans and Fritz procured, through secret buyers, an absolutely mind-blowing collection of cars, including the majority of the world's Bugattis, and in 1957 fitted out a 200,000 square foot building in Mulhouse to house their vehicles. This opulently decorated building contained three restaurants that were capable of seating 1,200 people, but few ever saw the insides of it. The brothers even purchased the finest hotel in Mulhouse – the Hotel du Parc – with a view to accommodating visitors when the museum opened, but the troops were restless.

A strike in 1971 escalated to the point that the brothers fled to their native Switzerland, and their assets seized. These assets included 427 automobiles, virtually all in showroom condition and working order, with a further 150 in the workshops awaiting attention. In recent times, the Schlumpf collection has moved to new premises and forms the bulk of the display in the Cité de l'Automobile. Among the 120 Bugattis are two of only six Bugatti Royales built, but the entire display is no less than breathtaking. Set aside at least a day to take in this visual extravaganza with its true-life fairy tale background.

Back on the road again as Europe's heat wave persisted with mid-thirties temperatures day after day, we continued north to Reims in the heart of France's champagne region via as many back roads as we could find. Ignoring cries of 'madness', and 'foolish Australians' we decided to ride the bikes into the heart of Paris, rather than take the train. This was quite an experience, to say the least. Paris traffic flows at just two speeds; stopped or flat out, and local scooterists are completely intrepid as they



The Furka Pass in Switzerland. Left, right, left, right...



'Fifties GP cars grid up in the Cité de l'Automobile.



Fancy Bugattis? There are 120 of them in the Schlumpf Collection.



Entrance to the Cité de l'Automobile in Mulhouse, France.

dart between cars, never feathering the throttle for an instant. Our progress was much more sedate, mindful of the width of the panniers and the need to keep a steady eye on the GPS. Still, we made it unscathed, scaled the Eiffel Tower, and escaped back to Reims in one piece. A visit to the heart of bubbly-town, Epernay was also required and for this we crammed in many kilometres of narrow lanes between picturesque villages. Of course, Reims is also the former epicentre of Grand Prix racing in France, so we found it necessary to visit the site of the famous Reims-Gueux circuit – a 7.8km thrash linking the villages of Thillois, Gueux and Muizon just 20 minutes from Reims itself. Any student of Formula One will recall the images of the big cars of the 'fifties and 'sixties hurtling between the >



RIGHT Attempting the Freiburg Hill Climb record.
BELOW The pub halfway up the Freiburg Hill Climb. A popular traffic-watching spot.



Play time

A few days in the Alsace region saw us check out the sights of Colmar and Strasbourg, beautiful cities constructed in the Middle Ages that contain some of the finest ancient architecture on earth. On one fine day, while the ladies embarked on a foot-tour of Colmar, Bob and I headed across the Rhine into neighbouring Germany to check out the former Hill Climb at Freiburg, on the edge of the Black Forest. At one stage, Germany had over 60 such venues, but the 127-corner Freiburg climb was the greatest, rising 750 metres from the village of Günterstal to the summit at Schauinsland, 12km away. I first became aware of the venue after Australian Sid Willis raced there in 1953, and again in 1964 when New Zealander Morrie Low was sadly killed in practice. Although the hill ceased to host open competition in 1972, it still draws droves of motorcycle and car enthusiasts to sample the tree-lined twists, turns and hairpins on the way to the top (Schauinsland means 'look into the countryside' due to the magnificent views). About halfway up is a quaint pub, so after a spirited attack on the hill and a match race between the Ducati and BMW resulting in a dead-heat, Bob and I repaired to the establishment for a meal and a cool ale and to watch the never-ending stream of two, three and four-wheeled vehicles



ABOVE Strasbourg Cathedral. Completed in the fifteenth century and at 142 metres, was the world's tallest building for over 200 years.

swooping up and down – many having several runs. The police seem to turn a blind eye to this fun, but there is a notice at the base of the climb to the effect that 'Motorcycles are banned on Sundays'.



Picturesque is an understatement for Colmar.

EUROPEAN TRIP



LEFT When in Reims...

ABOVE AND BELOW RIGHT The partially restored grandstand and Control Tower on the start/finish line at the former Reims GP circuit.

golden fields, seemingly endless straights, sweeping corners and packed grandstands. Racing ceased on the circuit in 1972 and the place quickly fell into ruin, but a group of enthusiasts calling themselves Friends of the Gueux Circuit has gradually restored the main grandstand, pit buildings and control tower to the point that the start/finish area looks exactly as it once was. The public roads comprising the circuit are still basically there, although roundabouts now blight two of the most famous corners (Thillois Hairpin and Gueux Curve) and a motorway passes across the top section of the layout.

Saddled up and back on the road again, we headed into Belgium and followed the Meuse River as it meander down the valley towards Namur. It was time for an overnight stop in this commercial city, where barges ply the waterways, and I was also keen to see the ancient citadel that overlooks the city, as this was the venue for perhaps the most famous, most outrageous and probably most dangerous motocross circuit in history. The citadel itself dates back to the third century and the main arena looks like the backdrop to the chariot race in Ben Hur. That chariot race was a doddle compared to the Citadel MX – the track wound through the forest

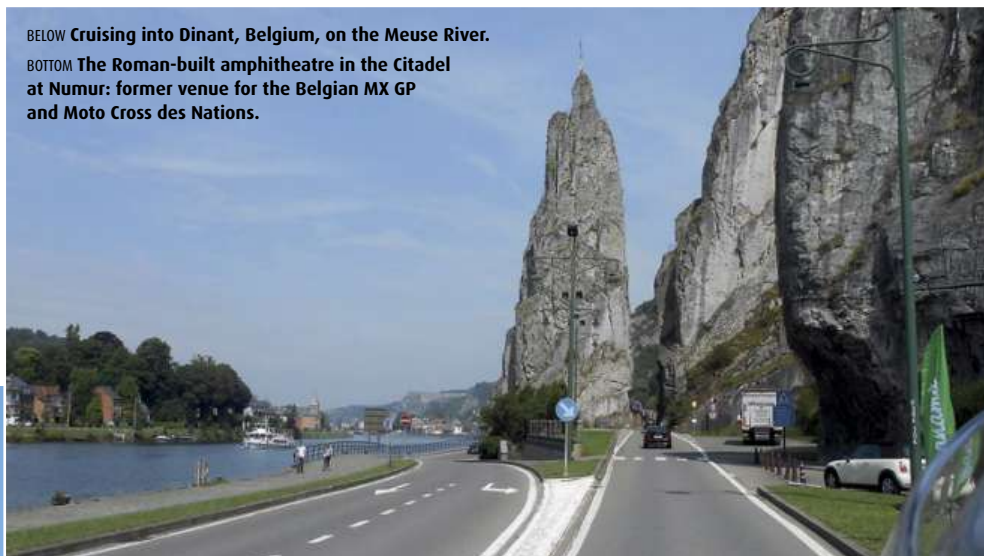


with sheer drops to oblivion, trees smack in the middle of the track in some points with just plastic tape to direct racers either side, jumps across the roads, tarmac and cobblestone stretches and other obstacles that would be unthinkable today. Roger de Coster won seven GPs there in the 'seventies, Hakan Carlqvist was so far in front in 1988 that he stopped at the pub under the fortress and downed a beer before returning to the fray to win, but the Belgian tree-huggers eventually won out and the 2001 GP was the last held at the Citadel.

Pushing on through the thick forests brought us to our digs for Sue's Aachen adventure. This was not

BELOW Cruising into Dinant, Belgium, on the Meuse River.

BOTTOM The Roman-built amphitheatre in the Citadel at Numur: former venue for the Belgian MX GP and Moto Cross des Nations.





ABOVE LEFT Abdij Rolduc, the former Abbey just over the Dutch border and our base for Aachen.

ABOVE Dozza, the tiny walled town in the hills overlooking Imola. Walls in the town carry murals by local artists.

BELOW We bid farewell to our riding companions Bob and Lynne Rosenthal as they depart Borgo Panigale for Rome.



Stavelot, the banked corner on the old Spa-Francorchamps circuit.



The same corner in 1950, with Victorian George Morrison on number 64.)



actually in Germany but just across the border in Holland at Abdij Rolduc, a former abbey built in 1104 and more recently converted to a hotel and convention centre. While Sue took in the world's best dressage horses, Bob, Lynne and I met up with Lothar Mildebrath who had ridden his faithful R65 BMW over from Dusseldorf in order to escort us to Spa-Francorchamps via the scenic route. It sure was the scenic route, a direct motorway round trip would have been 130km but we ended up covering double that, through tiny but impeccably maintained villages. Alas, when we reached one of the most famous race tracks in the world we were informed that the track itself was closed to the public in order to set up for the following week's Formula Grand Prix yawn. But that was only a temporary setback, as we set off to explore what's left of the old Spa circuit – the 14km public roads circuit used up till 1979 when the present, much shorter track came into being. At street legal speeds today, it's hard to image what it must have been like for the heroes of the old Spa

(which included our own Jack Findlay, always a master around here) flat on the tank through the tree-lined curves. We stood on the road at the Masta Kink and marvelled how the cars and motorcycles managed to get through there without 'lifting'. The outright lap record for the old circuit was set by Henri Pescarolo in a Matra at an average of more than 160mph, and Barry Sheene averaged 136mph for the entire race to win there in 1976. Gasp.

Suddenly it was time to about turn and head south, because we were due to return the Ducati to the factory and had a plane to catch. Collecting Sue from the enormous equestrian stadium in Aachen, we made Koblenz our overnight stop before pressing on back to Mulhouse the next day.

Our final day in the saddle would be the longest stint yet at just over 750 kilometres, from Mulhouse to Dozza near Imola in Italy. This of course involved another crossing of the Alps, but we shied away from the thought of trundling through the 14km long Saint Gotthard tunnel, which is notorious for lengthy

traffic jams. Instead, we detoured through Zurich, riding in steady rain, and headed for the shorter (6km) St Bernadino tunnel which brought us to Lugano and back into Italy.

We were just 30km from our destination when we copped the mother of all storms on the Autostrada near Bologna. I have honestly never encountered a tempest such as this one and we barely made it to the slight shelter of an overpass before being swept away. Crouching against the driving rain, hail and winds, we were soon joined by a dozen more sodden motorcyclists. Almost one hour passed before we were dared venture out to complete the ride. Boy that first beer tasted good.

And so our great adventure came to an end. Bob and Lynne departed to return their BMW to Rome, and we reluctantly handed back of Multistrada – one damned fine motorcycle. This sort of touring can become seriously addictive – Europe by motorcycle should be on everyone's bucket list. We're already planning the next one! ➤

EUROPEAN TRIP



MAIN The Multi enhances the view of the European Parliament in Strasbourg.

TOP RIGHT & RIGHT Everything is controlled via the left handlebar switch, and is displayed on the big clear digital instrument.



About the bike

The new Multistrada 1200 S is a more than light years ahead of the previous model; it's in a separate galaxy. At the heart of the matter is the fabulous 1198cc v-twin which is now fitted with Ducati's Desmodromic Variable Timing (DVT), which has come via Ducati's new ownership by Audi. Broadly, this system works with oil pressure that varies cam timing, and hence valve overlap across the rev range, giving enhanced efficiency and a smoother power delivery. What it translates to is a wonderfully flexible and torquey engine that can easily handle traffic, and change personality at the twist of the throttle on the open road. Even fully loaded, as our Multi was, the bike accelerates briskly and happily cruises at 130km/h. Under acceleration

Ducati Multistrada 1200S

At a glance

ENGINE	1198cc liquid cooled DOHC V-twin.
POWER	117kW at 9,500 rpm
TORQUE	136Nm at 7,500 rpm
GEARBOX	Six speed with chain final drive.
CHASSIS	Tubular steel trellis
SEAT HEIGHT	Adjustable 825mm – 845mm
DRY WEIGHT	212kg (1200S)
WARRANTY	2 Year Unlimited KM.
SERVICING	15,000km/12 month intervals.
PRICE	\$23,990 + ORC (DVT model), \$28,490 + ORC (S Touring model)

the twin pipes emit a glorious roar, something that was sadly muted in the previous model.

But there's more to this engine that the mechanical side; the electronics play a major role in the complete package on the top of the range 1200 S. You have four separate riding modes from which to choose, accessed via the left handlebar switch and visible on the big clear all-in-one digital instrument. On the S model, this instrument is in full colour and instantly changes to night mode upon entering a tunnel, of which there are many in Europe. Urban and Enduro modes mute the power delivery, while Touring and Sport modes really let fly with the horsepower. I set it in Touring and left it there, which delivered all the urge we could possibly need. Importantly, this same handlebar switch operates the load options, and naturally we set this for rider, passenger and a full load of gear. This firms up the rear suspension noticeably and reduces the tendency to dive under brakes. Should you require it, there is also Cruise Control which is set via a second switch on the left side, plus anti-wheelie control and traction control in varying degrees. The S also has an enhanced LED headlight that corners with the bike and lighter forged aluminium wheels.

If the powerplant is a gem, it's in perfect harmony with the chassis. The front suspension in particular is exemplary, and the big M50 Brembo brakes are simply out of this world – light to use around town but capable of immense stopping power when called upon, and feature the very latest Bosch Cornering ABS. The suspension, front and rear, comes from Sachs and on the S model it carries the moniker Ducati Skyhook Suspension (DSS) – a semi-active system. Fed with information from the bike's ECU, DSS continuously adjusts the front and rear

damping according to numerous factors including road conditions, weight and so on.

Styling-wise, the new Multistrada is reminiscent of the previous model, but in fact it is all-new and is a stunning looking motorcycle. The engine sits 20mm higher in the frame and is slightly taller because of the DVT system, but somehow Ducati has managed to lower the seat height (there are three different adjustments for this), and the fuel tank is narrower. The windscreen is manually adjustable, in that you simply grip the lower mount and pull it up or down. A nice touch is the handguards that not only shield wind and a certain amount of moisture, but contain the turn indicators – what an incredibly sensible idea. Of course, on a long distance tourer, comfort is paramount, and in this respect the Multistrada gets top marks. For me, the riding position/handlebar reach is perfect – it amazed me that I could easily cope with a full day in the saddle with nary a twinge, and the report from Mrs Editor was that the pillion seat is the most comfortable she has ever experienced.

Our test bike was fitted with a handy small capacity tank-top case that is simplicity in itself. A steel ring is secured around the fuel filler on the top of the tank, and the case simply clips to this via a spring-load system, making it instantly detachable and easy to carry. The case also contains a 3-way USB socket that can handle a GPS, phone and other gadgets.

In our 4,240km trip through Europe we never once ventured onto unsealed roads, but I have no doubt the Multi could easily handle the dirt if called upon to do so. Even with all the weight it averaged 5.1 litres/100 km. In a world that's gone crazy for 'all-roaders', the new Multistrada, with its fabulous DVT engine, well thought out ergonomics and edgy styling is now right at the top. ■

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The one the army missed

Story and photos im Scaysbrook



Bob Courtney's Q7-BSA outside the "Coventry Arms".

BSA Q7 1936



1936 was a big year for BSA. The range was up to 18 models, and one of the newcomers was the Q7, one of three 500cc models in the 'Q' range that included the Q21 (New Blue Star), and the Q8 (Empire Star).

ABOVE LEFT Just in case you missed it.
ABOVE RIGHT Q7 differed from its OHV stablemates in having a four-speed hand change gearbox.



A good-looker from any angle.

The Q8 was the top-of-the-line sporting single, with special cams, upswept exhaust pipes, foot change and Amal Pump carburettor. It was fitted standard with a low compression piston, but a high compression piston was supplied in case the owner wished to engage in more sporting pursuits. All three came with a chrome-plated fuel tank with green panels, and a quickly detachable rear wheel. These three models replaced the W-series range produced from 1932-36, with their 499cc OHV

engines, while the side valve model continued as the W6 with the 499cc ((85 x 88) dimensions. The new trio displaced 496cc, but the Q7 differed in having a 4-speed hand gear change gearbox.

However when Val Page joined BSA as chief designer later in 1936, almost all existing models were dropped in favour of a brand new range. The previous complex model groups were re-classified into the B-group (light and middleweight) and the M-group (middle and heavy weight). All the previous wet sump models (including the Q7) disappeared, along with the separate pushrod tubes, all of which makes Bob Courtney's Q7 a very rare bird indeed.

Bob came to Australia from UK in 1969 and quickly settled into the vintage scene – he even built his own version of an English Pub, the Coventry Arms, in the back yard of his home in Canberra! One of the first vintage get-togethers he attended was the Veteran Rally in Wagga Wagga in 1971 and this Q7 went with him. Needless to say, it was the only one there. Bob takes up the story.

"This motorcycle was originally purchased in 1937 in Goulburn by Richard Digby Bell of Paling Yards, Taralga. He was born in Goulburn on 9th June 1919. He bought the bike because it had hand gears and he did not like the new foot change system. In 1939 he registered the bike as a 350cc because all motorcycles of 500cc and over that were being impressed by the Department of Defence. Richard Bell enlisted as a member of the 7th Light Horse Militia at Goulburn on 20th July 1940 and when leaving a parade one Friday night he was noticed by the Military Police who proceeded to follow him and his motorcycle out of town. When he reached the Taralga Road he opened the throttle and turned the lights off so that he could not be seen. Unfortunately he misjudged a corner and ended up in a ditch by the side of the road. The bike received minor damage to the left side of the handlebars and headlamp, however the MPs rode past and did not see him. After about 15 minutes he started the bike and rode home. The next day he hid the motorcycle in the shed under numerous hay bales and left it there for the duration of the war. The bike was uncovered in 1945 but by this time Richard Bell could afford a car and the bike did not see much use apart from about the property.

"Richard's son, also Richard Bell, used the bike about the property for a number of years and the

...and when leaving a parade one Friday night he was noticed by the Military Police who proceeded to follow him and his motorcycle out of town.



ABOVE 'Brooklands Can' kept noise to acceptable levels.
TOP LEFT Speedo was an optional extra. LEFT Just to keep
the ship steady. BELOW LEFT Instruments in the petrol
tank; standard stuff for the day.

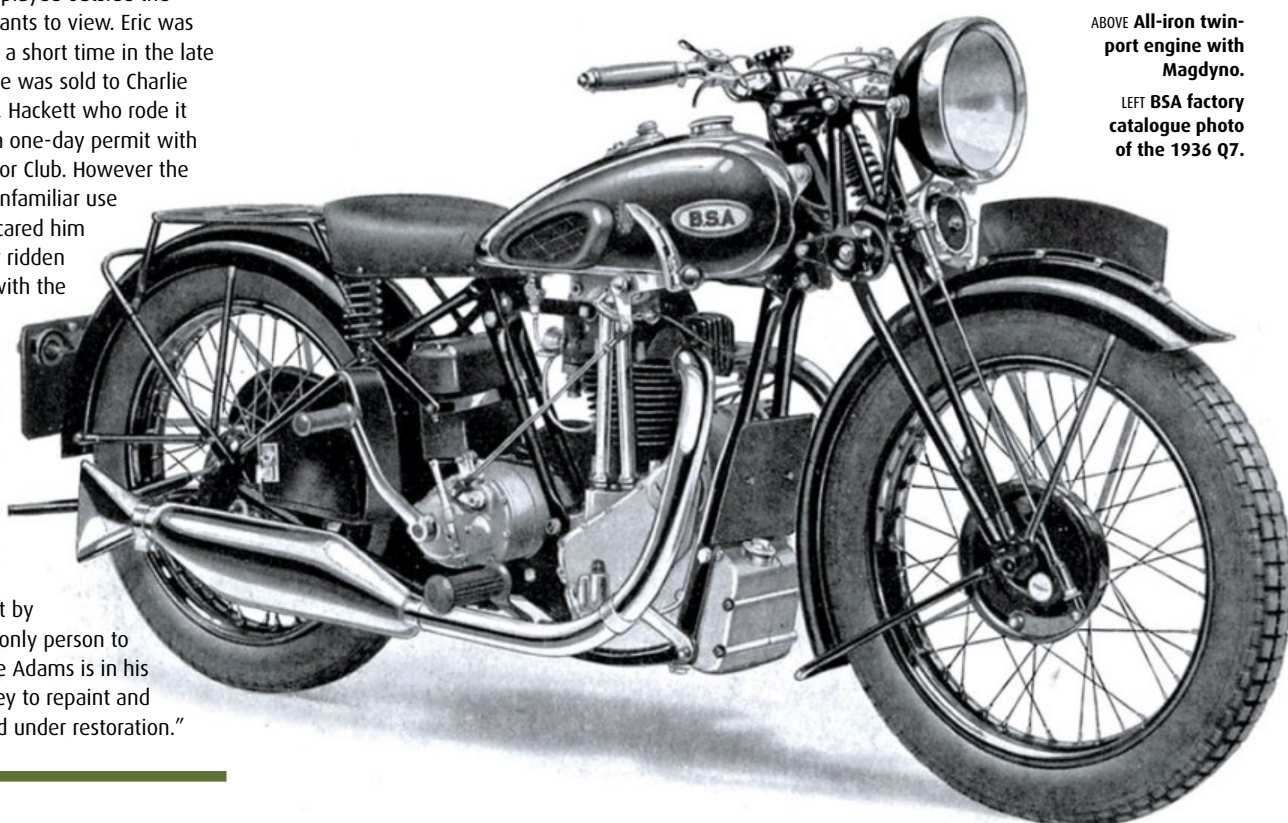


tool box, battery case and rear number plate bracket were lost. In 1970 the bike was bought by Ray Croker of Goulburn, a member of the Vintage Car Club, who replaced the rear number plate bracket and front mudguard because it was badly cracked. He also undertook minor engine work and replaced the piston. The bike was registered with the first motorcycle concession registration plates in Goulburn with the number 001 in 1971.

"Ray sold the bike to Eric Shrimpton who lived at the Ginninderra Schoolhouse, Canberra on the Barton Highway in 1974. The first Australia Day Rallies of the Veteran, Vintages and Classic Motorcycle Club of ACT used to stop at the Harcourt Inn for refreshments and this bike, as well as a Velocette KSS, was often displayed outside the schoolhouse for the participants to view. Eric was a member of the VVCMC for a short time in the late '70s. When Eric died the bike was sold to Charlie Adams of 6 Maitland Street, Hackett who rode it once to the Cotter Dam on a one-day permit with the Antique and Classic Motor Club. However the speed of the bike and the unfamiliar use of the hand change gears scared him somewhat and it was never ridden again. Charlie left the BSA with the National Motorcycle Museum in Mitchell, ACT for display until it relocated to Nabic in 2004.

"The bike was advertised on a piece of cardboard as a 'For Sale - Motorcycle 1935 BSA 3 1/2 HP, older restoration. Offers' at the Queanbeyan Swap Meet in October 2007. It was bought by Bob Courtney who was the only person to follow up the advert. Charlie Adams is in his seventies and wanted money to repaint and upholster the last car he had under restoration."

The BSA has plenty of stablemates, Bob being a keen collector of vintage and veteran machinery that includes not just motorcycles, but a water-cooled v-twin Matchless-engined Morgan Super Sports three-wheeler. They are all quite rare, but none rarer than the Q7. ■



ABOVE All-iron twin-port engine with Magdyno.

LEFT BSA factory catalogue photo of the 1936 Q7.

Old BIKE Out'n'about

Welcome to Old Bike Australasia Out'n'about
– a forum of people, places, history and happenings.



Caffeine hit

Phil and Sharlene Gordon operate Crank Coffee, based in Bacchus Marsh, Victoria. It's a mobile operation serving up excellent coffee from a unique vehicle – a Yamaha SR500 with Dusting Sidecar. Crank Coffee has appeared at many events, including the Broadford Bonanza, and Phil and Sharlene would love to cater for your next function. See www.crankcoffee.com.au, email clan@crankcoffee.com.au or call 0410 306773. ■



Food for kings

Motorcycling-themed cafes seem to be all the rage at the moment, and the latest to come across our radar is the Kings of Speed Café, located at 66 Princes Highway, St Peters – itself a motorcycling district with our good friends Motociclo and Procycles on the same strip. The café is owned by Andrew Kingston, who came up with the idea while riding around Australia on his Aprilia 1000. As well as providing good food and coffee, Andrew, who is a trained chef, wanted to create an environment where motorcyclists could feel comfortable and welcome. Kings of Speed will also cater for bike clubs and can provide a menu to order. With 7am opening, it's a great spot to start the weekend ride. Phone 0400 307948 for more information. ■

Alan Cathcart on the Drysdale V8 at the Broadford Bonanza.



Aussie V8 flogged

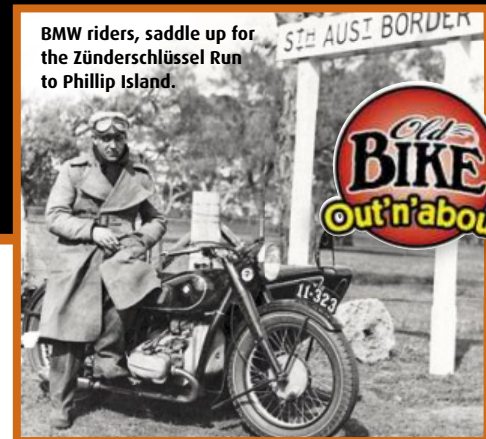
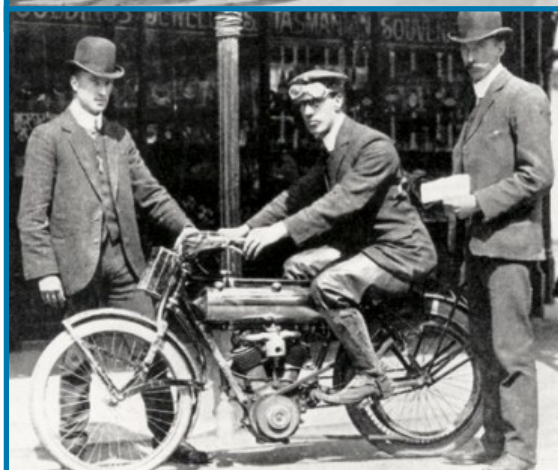
The Drysdale V8 that appeared at the 2014 Broadford Bonanza has been stolen from the owner's home in Melbourne. Builder Ian Drysdale said the thieves were highly organised, cutting through a security cable and making off with the ultra rare machine in minutes, and leaving behind a late model Harley-Davidson. The crime was captured on CCTV and shows three men loading the V8 into a white van before driving off. "Obviously this isn't the sort of bike you just sell in the pub", said Ian. "They really knew what they were doing, and it wouldn't surprise me if the bike was sent out of the country immediately – not to be sold, but to be copied. This sort of thing is not as uncommon as you might think." ■



A Desmo from 1926

BARRY TAYLOR is constantly trawling the halls of information to come up with interesting stuff. He found this ultra rare BD – a 1926 490cc with desmodromic valve operation.

The BD 500 was a highly advanced four-stroke, single-cylinder, unit-construction motorcycle designed in 1926 by Jaroslav F Koch for the Czech company, Breitfeld-Danek of Prague. The 500cc engine had double-overhead camshafts, a bore of 84mm and a 90mm stroke and was rated at 15hp at 4,400rpm. Mounted in a robust and up-to-date chassis with thoughtful features such as a magnesium chain guard, it made for an absolutely superb machine that had great success in most branches of motorcycle sport, despite being produced in the relatively small numbers associated with such high-end engines. Although Breitfeld-Danek was taken over by CKD in 1927 and then by Praga in 1929 (one of Czechoslovakia's leading car makers), the BD 500 retained its identity and continued to be made until 1933. ■



Sydney BM bash

On Sunday 11th October, the BMW Touring Club of NSW and the BMW Drivers Club of NSW will present a double-header show of BMW motorcycles and cars, plus a ride for all classic BMW bikes, from 1920s to /5 models, called the Zünderschlüssel Run. The show will take place at Rushcutters Bay Park, while the run will depart from the same venue and head for the Australian MotoGP at Phillip Island, arriving on Friday 16th October. Registration is available via the website www.bmweventsnsw.com.au or for more details email bmwcadelegate@bmwtnsw.org.au or president@bmwclubnsw.asn.au ■

Tassie treasures

JEFF FRANKCOMBE has a deeply entrenched passion for Tasmania's rich motorcycling history. Recently he came across these photographs which capture a bygone era. The first (above right) shows no fewer than 19 people crammed onto what is believed to be an Ariel Square Four. Jeff notes, "On the back of the original (undated) photo was written 'World record attempt broken by this team. A.J. 'Sparrow' Hawkes, captain and rider. Mrs Val Millen, Dorothy Paine, Rose Marie Denholm, Val Morgan, John 'Dinky' Norton, Peter Norton, Les Webster, Jack Bratt, J. Cuthbertson, S.O'Donnell, M.Smith, N.Lovell, R.Alcorn, D.Farmer, D.Absolom, H.Appleton, G.Boon, and G.Millen." The second photo (top) was taken near Hobart Museum with the Hope and Anchor Hotel in the background, and is possibly a road trial. The first rider is 'Sparrow' Hawkes with his Ariel Square Four (the same bike used in the 19-up record attempt, and other in line behind him 'Dinky' Norton, Les Linton, Barry Sulzberger, Scott Seabrook, Neil Pedder, Ken Robinson in white overalls, and Jack Bratt. Scott Seabrook has only recently given up competition riding. The third photo (above) was taken in December 1906 in Hobart outside Golding's Jewellers. On the bike is W. King with timekeepers A.F. Golding and W.H. Golding standing. This must have been a record attempt or reliability trial. ■

Guzzis break cover

At a function in Sydney on August 28, Australian Moto Guzzi distributor John Sample Group unveiled the latest line up of the big v-twins from Mandello Del Lario. At 9pm the wraps came off the new Audace and the Eldorado that we previewed last issue. Both feature the new 1400cc engine, "the largest v-twin ever manufactured in Europe". Moto Guzzi describe the Audace as "Ostentatious, powerful and fierce", with new front forks and a carbon fibre mudguard. Very dark and brooding, the Audace is totally devoid of chrome plating, and is the first Moto Guzzi model to carry Euro 4 approval.

The Eldorado, on the other hand, is designed to reflect the heritage that goes back to the original model of 1972, when the new 850cc model replaced the Ambassador. The white pin striping is certainly reminiscent of the original model, as are the spoked wheels and fat white wall tyres. The new model features an ultra-low 740mm saddle height, with generous floorboards and big swept back handlebars. A comprehensive range of accessories, including leather side panniers and leather tank bag, is listed for the Eldorado. Watch for a test of both models in OBA soon. ■



Dark beauty.



MV goes touring

For a company steeped in racing heritage, the new MV Agusta Turismo Veloce 800 is a radical departure and one that will appeal to a very wide audience. The new model, along with several others in the latest range was released in Melbourne in August, where our regular contributor Ron Weste was a guest. Very much in the style of the new wave of Italian sports/tourers, the new MV features a 798cc 3-cylinder DOHC engine, six speed gearbox and chain final drive. Three different engine maps control the power out for Rain (80hp), Touring (90hp) and Sport (110hp), with individual settings within each mode. The Turismo comes in two modes; the standard Veloce 800, and the Veloce 800 Lusso which has heated hand grips, an integrated GPS sensor, and a centre stand. A pair of 30 litre panniers is an optional extra. ■

LEFT The top of the range Turismo Veloce 800 Lusso, equipped with the optional panniers.

Express Post

The indefatigable Gaven Dall'Osto has unearthed another wonderful story – Don Kidd and Dorothy the postie bike.

I recently had the pleasure to meet the co-owner of what is most likely to be the fastest postie bike on the planet. The bike has been on display at One Ten Motorcycles in Caboolture, Qld, since 'Dorothy's' last run at the Lake Gairdner Salt flats for Speedweek 2015. The shop's owner Joe Hanssen is a valued sponsor so it is fitting that he gets some benefit from his contribution and it also allows the public to see Dorothy in the flesh. Is Dorothy famous? You bet she is. Officially she was recorded at 128.533MPH much to the disbelief of everyone, including the owners.

Don Kidd is the mechanic, sparky, fabricator etc. while co-owner Mike Riddell is the guy who risks all to ride Dorothy at speeds well beyond what she was initially designed for. Don affectionately refers to Mike as the 'Crash Test Dummy'. Don would love nothing better than to saddle-up and take Dorothy for a spin, but unfortunately he can't even hold a driver's licence these days. He managed OK from the age of 14 with only one eye after an accident, but more recently his good eye has deteriorated to only 30% normal vision. The reason the Dorothy project even got off the ground was that Don and Mike saw the World's Fastest Indian movie and from that time they decided to follow in Burt Munro's footsteps. Like Burt they had effectively no budget and they didn't want to do anything mainstream. Don had been a Postie in the Territory years ago and

old Postie bikes were abundant, cheap and definitely not mainstream as speed record contenders. Making a Postie bike into a land speed record holder became their goal.

Starting life in 2002 as a stock standard Honda CT110, Dorothy was worked into a rather sad state by Australia Post. The guys bought her for \$400. No budget meant they were limited to extensive lightening (around 20 kg was shed), lowering the rider position and just concentrating on rebuilding a highly modified engine which still uses the standard castings. The only mechanical changes were removal of the kick starter and the centrifugal clutch. The input and output shafts have been welded together. The piston is a high compression item from a 125cc Honda trike but all the rest of the drive train and engine bottom end are standard components. The standard crankshaft is balanced to suit the 15,000 RPM redline. A local air-flow guru was hired and his work on the cylinder head is the crux of the performance gains. Huge valves, and a special exhaust system were specifically designed to match the air flow of the engine. The next size larger Mikuni carburettor was fitted and the main jet drilled out 2.2 times larger to suit methanol fuel. An electric fuel pump had to be fitted into the fuel tank as gravity flow was not sufficient. The Ignition was also changed to a high output CDI unit with adjustable advance curve and no rev limiter.



Don Kidd with Dorothy – the 128 mph Postie!

Lake Gairdner Speedweek 2015

Don and Mike always had the ambition to achieve the Land Speed Record for Dorothy's class but deep inside they really wanted to take the little bike to the magic ton (100 mph).

After several previous attempts and cancellations to the event due to rain, the 2015 attempt was to be a big one and Dorothy was to carry a hit of Nitrous Oxide. When they got to Lake Gairdner they discovered that they had left the front fairing back in Brisbane.

Quick thinking and help from a local who had access to the kitchen of the nearby Mount Ive Station secured a makeshift wind-breaker. Hardly of wind tunnel design, a large stainless steel salad bowl was bent and bored to fit the front brackets (Burt would have been proud). It passed the safety check and the first two formal runs were made just on methanol which peaked at speeds of 82.5 and 83 mph respectively. Dorothy and Mike were performing well so now it was time to release the NOS. Mike was understandably nervous and Don didn't help when he suggested Dorothy would either go real fast or go bang! A gentle push and Mike selected first and ran through the gears up to the 15,000rpm redline. Don could hear every gear change from the start line and then after reaching the maximum 80 odd mph in 4th he heard a big splutter from the engine and an audible rise in rpm. Mike had built up the courage to inject the Nitrous and Don distinctly remembers counting 8 of the 10 seconds of NOS available before Mike slowed Dorothy at the end of the run. Nothing spectacular appeared to happen and Mike didn't feel any significant speed increase but the official recording clocked 128.533 mph!

Everyone was in disbelief. The equipment was rechecked as all OK, so the recorded speed was legitimate. After the bewilderment, then elation, Don looked over Dorothy and found that the chain had stretched an inch and the rear wheel spokes were loose. The next day everything was adjusted for another run but this time at 75 mph when changing to 4th gear the chain broke. It took some of the shine off the previous day's excitement having to retire Dorothy for 2015, but it was now time to relax and absorb the moment. Not only had they cracked the magic ton but they surpassed 2 ton in the new measure (206.85 km/h). Now that's something that I'm sure even Burt Munro would congratulate these guys for. ■

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Dave Morely's Macintosh Suzuki – NZ Classic Bike of the Year.



Auckland show shines again

Report and photos Graham Viall

Now in its third year, the Star Insurance Classic and Custom Bike Show literally roared into life on the weekend of 15th and 16th August at the ASB Showgrounds in Auckland. Run as a fund raising event for charity by the Papakura Rotary Club, the show has now grown to be the largest motorbike specific event in New Zealand. Encouraged by attendances at previous shows in a smaller venue, we'd taken the punt to move to the much larger ASB Showgrounds this year. Looking at the size of the hall and the less than encouraging weather we wondered whether we'd been a bit ambitious with a bit over twice the size of hall to fill? Almost as soon as the display stands and services had started to be installed, a steady stream of trucks, trailers and brave (but damp) solo bikes began to flow into the hall. Any thoughts of being a bit empty soon disappeared and if anything we could have done with more room ... especially for some of the clubs!

We were up bright and early Saturday morning giving the bikes a last minute polish before the doors opened at 9am and the crowds rolled in. From there, the two days of the show went in a blur of shining chrome, gleaming paint work, stunning Customs and immaculately restored Classics. The Sky Speed show

turned up early on the Saturday morning and turned a couple of the organisers into unwitting TV hosts. The broadcast itself on the Wednesday after the show was fantastic with a really good representation of bikes featured. The show incorporated the NZ Classic Bike of the Year contest for Pre-1993 bikes restored over the last 18 months. Motorcycle Trader magazine put up a \$1000 award with the prize going to Dave Morley's stunning 1982 McIntosh Suzuki racer. Dave was a bit overwhelmed with the award, commenting that it's the biggest prize he's ever won in all his years of racing!

Peoples' Choice was voted on by show visitors and whilst the final margin was pretty narrow, the award went to Ray Coleman's beautifully finished 1973 Norton Commando. Ray has fitted this with a very neatly integrated Supercharger and it drew admiring looks all weekend. This was another \$1000 award generously provided by the distributors of MotoBatt and Deka batteries.

Star Insurance was again prime sponsor and have been involved with the show from day one. Star sponsored both the Best in Show and Best Club awards. Best in Show went to a 1974 Ducati 750 Sport prepared by George Lewis with Best Club being taken out by the Rock and Roll themed Waikato Classic Club. The show judges did an amazing job with 1st, 2nd and 3rd prizes being awarded across twenty marque categories ranging from Best Veteran (a 1916 Indian) through to Best Custom (a 2007 Von Dutch Speedball).

Whilst the show had many highlights, some that stand out were: John Munro (son of Burt) helped

with the closing stages of the Trademe auction for the 2015 Indian Scout presented as a tribute to the Munro racing legacy. The Scout looked stunning with Burt's 35 racing number and Spirit of Munro logo on the tank. Indian NZ donated the bike outright, with the auction raising \$36,700 for charities supported by the Rotary club. The bike is expected to go on display soon in Hay's Invercargill alongside Burt's original bike.

Hugh Anderson graced the Biketranz stand signing copies of his book and reminiscing with both the young and those old enough to remember his racing days and 4 world championships from the 1960s.

Biketranz showed off two Britten's including "The Bike" and Aero-D-Zero which was one of the first bikes built by John Britten.

Graeme Crosby displayed a number of his stunning restorations, signed copies of Croz-Larrikin Biker and royally entertained the baby boomers who grew up with bikes in his 1970 racing days.

The replica of the Worlds' Fastest Indian drew big crowds with the streamliner cowl hung on the wall and the naked bike itself on display beneath. The replica is amazingly accurate with John Munro saying that you couldn't tell the replica and original apart, even down to the brandy cork plugging the oil tank!

Ken Campbell displayed his engineering skill with his handbuilt V8 engine fitted into a 1940's Indian frame. This bike looks as if it's a 1940s original with exposed valve gear and hand gear change – yet Ken built it in his shed on all manual machinery.

Whilst the inside of the hall was busy, there was nearly as much activity going on in the car park. Parking for bikes was free and with stunning weather, especially on Sunday, the bike park outside the hall entrance was overflowing. There was a real party/picnic atmosphere with the hot dogs and chips stand doing a roaring trade and bikes rolling in and out throughout the day.

Numbers wise, a bit over 4,000 visitors came through the show with 475 bikes, 25 clubs and 25 trade displays taking part. The Papakura Rotary Club raised \$70,000 towards the support of charities in its community.

Planning for the next show is already underway. It will be a tough ask to better 2015, but the enthusiasm generated from this show gets us off to a great start ... watch this space! ■

Ken Campbell's
V8 Indian – built
in the garden shed.





ABOVE LEFT Best Continental and Best in Show. George Lewis' stunning Ducati 750.

ABOVE Nimpressive display of triples from the TR3 Owners Club. RIGHT Winner of the People's Choice – Ray Coleman's supercharged Commando.



Ken Lucas with his 500cc Velocette.



Rare racers under the hammer

Melbourne auction house Mossgreen has listed two interesting racing motorcycles for its October 18 sale at its premises in High Street, Armadale. Both bikes are owned by Ken Lucas from Wangaratta, whose stable includes many mouth-watering machines.

The Manx Norton outfit was built in the early 'sixties by Stan Bayliss and raced successfully by him for a number of years. It won the 1964 Junior Sidecar Queensland Grand Prix at Lakeside and Moss-green estimate a sale price of \$50,000 – \$60,000. The second machine is a replica of the 1938 works 500cc Velocette that ended up in New Zealand after spending some time in Australia, where the engine had blown up comprehensively. Rod Coleman had patterns made to recreate the engine, with the castings machined by the late Bob Jolly in South Australia.

The replica KTT frame, petrol and oil tanks and forks were made by Steve Roberts in NZ. For further details, contact Nicole Kenning on (03) 9508 8888, or you can email Nicole at Nicole.kenning@mossgreen.com.au ■



The Manx Norton outfit was built in the early 'sixties by Stan Bayliss.

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No visit to Mount Panorama is complete without a stop at the National Motor Racing Museum, right beside the track at Murray's Corner. Inside you'll find a constantly-changing array of vehicles that have made their mark on not only Mount Panorama, but Australian motorsport in general. The main hall is packed with not just touring cars, but open-wheelers, motorcycles and all sorts of fascinating memorabilia - trophies, driving suits, leathers, helmets, posters and photographs. Take a break in the 40-seat theatre and watch the videos covering the glorious history of racing on Mount Panorama since 1938, and the just-released version on the history of motorcycle racing at the track.

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NVMC Rally

• 21-23 August, 2015 – Newcastle NSW

50th Anniversary celebrations

Report and photos Lynda Gibbs

The Newcastle Vintage Motorcycle Club held their annual rally and Jubilee Celebration, based at Stockton Caravan Park on 21st, 22nd and 23rd August 2015. The three day organised event was preceded by 4 days of casual riding around Newcastle and the Hunter Valley and was well received by some of the entrants who travelled from afar. Friday was greeted with beautiful sunny skies and a ride that took entrants to Lemon Tree Passage and the shores of Port Stephens. That afternoon a welcome BBQ was held back at Stockton where everyone was able to catch up.

With breakfast in their bellies and a spring day forecasted for Saturday, the riders were led off towards Medowie, Limeburners Creek and arriving at Clarence Town for morning tea consisting of warm soup, tea, coffee and cakes. Heading back over the Williams River, all riders headed through Glen Martin and Alison before separating at Dungog. The long ride saw entrants taken over scenic Bingleburra, while the short ride headed on a more direct route to Vacy. Arriving at Vacy all bikes were parked in the judging zones before heading down to a feast to behold, put on by The Vacy Fire Station.

Back in Stockton, the evening meal and entertainment did not disappoint. Rob Rowe was MC for the night, with trivia from Bruce Cruickshank, raffles, trophies and "special vintage awards". Sunday morning we awoke to wind and rain. With a handful of dedicated riders, the rain did not stop these 15 or so people from riding into Newcastle for our bike display in front of Customs House on the foreshore. A great weekend full of food, riding and friends. Thanks to all who assisted in making a great rally. ■



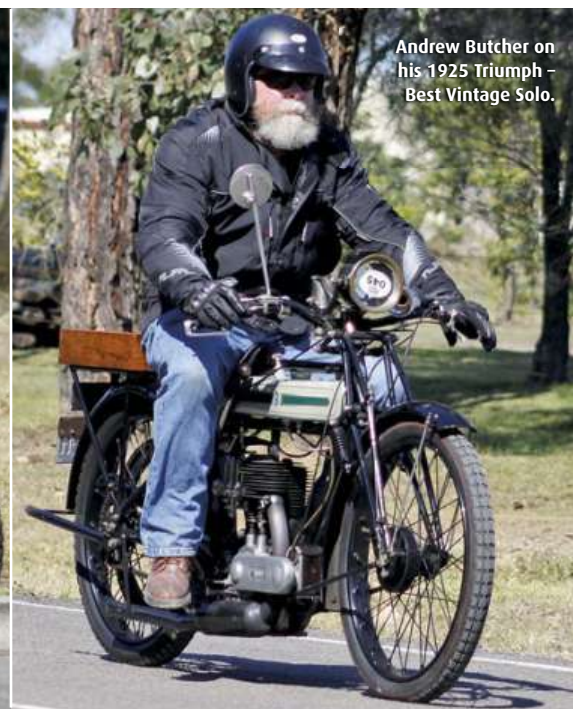
Steve Drinkwater's 1940 Harley Servi-car heads the field over Clarencetown Bridge.

NVMC Rally Awards

CATEGORY	WINNER	MOTORCYCLE
Best Vintage Solo	Andrew Butcher	1925 Triumph
Best Post Vintage Solo	Doug Walker	1936 BSA
Best Solo 40-50	Kevin Worth	1948 Ariel
Best Solo 51-55	Shane Kinnaird	1952 Matchless
Best Solo 56-60	Christopher Worth	1956 AJS
Best Solo 61-70	Ian Martin	1961 BSA
Best Solo 71-85	Alan Craig	1978 Suzuki
Best Outfit	Bob Young	1955 BSA
Bike of the Rally	Andrew Butcher	1925 Triumph
Queen of the Rally	Clare Ward	1981 Honda
NVMCC Best Club Bike	1. Paul Stallard	1973 Norton
	2. Rodney Baker	1954 Matchless
	3. Michael Thearle	1930 Rudge



Doug Walker grapples with the power of his 1936 BSA.



Andrew Butcher on his 1925 Triumph – Best Vintage Solo.

RALLY REPORTS NEWCASTLE



ABOVE George Coad on his 1950 BMW. RIGHT Danny Wood on his 1947 Norton. LEFT Rhonda Archer on her 1967 T100 Triumph. BELOW Linda Filewood's 1954 BSA A7 glistens in the morning sun.



1940 Royal Enfield – Terry Freeman.



RALLY REPORTS AUSSIE TRIPLES



John Wilson's 1971
Grey Frame Rocket 3.



ABOVE Refreshment stop at
Woodburn after 240km
ride on Saturday.
LEFT John Wilson from
Brisbane with happy
passenger on his
1972 T150.

6th Aussie Triples Rally, 14-16 August, 2015 – Silver Sands, Evans Head NSW Threesomes

Report Col McAndrew Photos Holty (holtys@gmail.com)

This Rally is for British Triples: Tridents, BSA Rocket 3's and Specials using the three cylinder 750 motor built from 1968 – 1975. 51 entrants arrived at Evans Head for 3 days of riding. We had entrants from Perth, Adelaide, Geelong, Central QLD and many places in between bringing their pride and joy. Some were trailered but many were ridden to the event. Also in the field of bikes were 3 Hurricanes and a Legend, one of 62 built in 1976 and a very rare bike in this part of the world.

The weather at Evans Head was perfect on Friday and Saturday, our main ride day. We arrived at Casino where the Public School P&C supplied a great lunch. The bikes were lined up for judging here. Once again excellent marshalling was provided by members of the Northern Rivers Classic Motorcycle Club.

The presentation Dinner at Evans Head Bowling Club was a great night with the unique trophies, supplied by Jeff at Re-engineered Concentrics being awarded. Following this was our Charity Auction with our exclusive Auctioneer Scotty from Singleton selling off merchandise donated by the Trident & Rocket 3 Owners Club based in England and Bottles of Hunter Port donated by Jeff and the latest Trispark unit donated by Steve Kelly.

Sunday's ride was on damp roads following some overnight showers but not enough to cause concern. This ride was followed by a BBQ lunch to farewell the entrants and to thank the Marshals. The support from the local businesses and the scenic rides found in this area are more than enough encouragement to start planning for Aussie Triples Rally No 7 in August, 2016. ■





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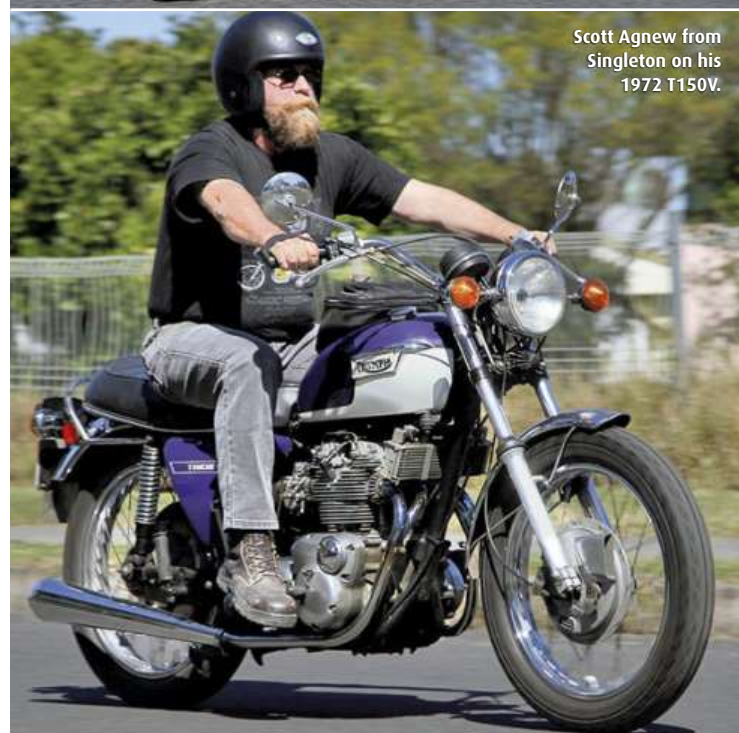
RALLY REPORTS AUSSIE TRIPLES



Paul Edwards from Broken Hill on his Legend T150.



Burger Drake from Geelong with his 1974 T150V.



Scott Agnew from Singleton on his 1972 T150V.



Danny Ryan from Newcastle aboard his 1972 T150.



1972 T150-mounted Paul Cuniffe from Brisbane.

6th Aussie Triples Rally Awards

CATEGORY	WINNER	MOTORCYCLE
Best Triumph	Ian Wright, Glass House Mtns QLD	1969 T150
Best BSA	Gerry Rowley, Bendigo VIC	1969 Rocket 3
Best Drum Brake Trident	Ross Newton, Mirboo North.VIC	1969 T150
Best Disc Brake Trident	Burger Drake, Canadian VIC.	1974 T150V
Best Rocket 3	John Simpson, Broadbeach Waters QLD	1968 R3
Best Hurricane	Steve Cramp, Adelaide SA	1973
Best Special	Darrell Elliott, Nth Lambton NSW	1975 Triton
Longest Distance Ridden to Rally	Terry Dingwall, Sydney NSW	
Longest Distance Travelled to Rally	Eddie Preston, Perth WA	
Hard Luck Award	John Macrae, Dorrigo NSW	
Oldest Bike/Rider Combo	Danny Ryan, Cardiff NSW	
Staunch Rally Supporter	Geoff Clark, Aspley QLD	
Lady Pillion Award	Norma Flint, South West Rocks NSW	
Most Unloved Bike	Kevin Lambourn, Kallunga QLD	
Baldest Tyre	Gary Woodcock, Joyner QLD	
Smoky Bike	Brian Payne, Childers QLD	

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Motogiro Australia 2015

• 12-16 August, 2015 – Boonah and Woodford, Qld

The Grand Tour

Report Peter Morrow Photos Greg Trost and Gaven Dall'Osto

At 1,200kms, the 7th Giro was planned around a less punishing itinerary than previous years with more emphasis on enjoyment along the way, attracting riders from as far afield as Perth and Adelaide. Despite this it still demanded roadside repairs and late night pit work to keep things rolling, and that's the beauty of this event.

Five days riding every worthwhile mountain road through some truly spectacular countryside around Boonah and Woodford was the perfect way to enjoy the Queensland winter sunshine and produced the best riding yet. Many of the 35 entrants brought multiple

bikes, from Aermacchi, Benelli, Ducati (including 7 yellow Desmos and 350 & 500 Parallel Twins) to Laverda, Moto Guzzi and Moto Morini.

In a first for this event, scooters were an invited class and were represented by a 1951 Lambretta Model C 125cc long distance competition (Bill Guthrie), a 1965 Lambretta LI 150 Series 3 (Siobhan Ellis) and a Vespa Rally 180 (Ian Brill). The Scooters...well, they're crazy but loveable. One of their redeeming attributes is they carry a full kit of tools plus spares and consumables, including oil, fuel and a spare wheel!

What they lacked in speed they made up for in enthusiasm – I guess you've got to be passionate to ride those little wheels over tough roads.

They even challenged Gavin Dall'Osto in the spares department despite him producing, in no particular order, a 6V Condenser, Chain Master Link, and Clutch Cable from his 18kg back pack to applause and gratitude from the thankful recipients.

An unseasonal storm front on the first day descended as we departed Queen Mary falls for a fuel stop at Killarney. Luckily we dodged most of the light hail by sheltering at the

ABOVE Saturday at Baroon Pocket Dam – The Moto Giro collective. **BELOW LEFT Outside Woodford Pub; John Morrison's 1968 350 Benelli Tourer displays perfect patina.** **BELOW Malcolm Craig from WA and Col Meredith working on Malcolm's 1974 Ducati 450 Desmo.**

servo, then rode on over bumpy wet roads to Woodenbong for a hearty lunch. It left the bikes with an authentic patina that developed its own baked on character over the remaining sunny days. The Boonah legs were inspiring with revised routes around the Scenic Rim better suiting the singles, providing plenty of tight mountain curves. ➤





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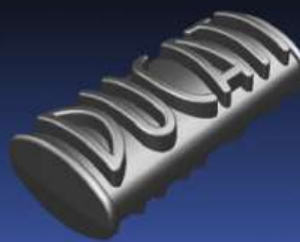
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RALLY REPORTS MOTOGIRO



ABOVE LEFT Despite the #1 plate, Bill Guthrie and his Vintage Class-winning Lambretta have to wait their turn. ABOVE Greg Sheridan on his 1977 350 Ducati Sport Desmo at Eumundi Pub. LEFT Terry White on his 1968 Ducati MK3 250.



As first timer Bill Guthrie recounts:
“The arrival of these scooters brought some whimsical merriment out in fellow riders during registration on the evening before day one. It looked like the owners of the parallel twins would be spared the injustice of their continual jibes at least for the short term.

“After a growing appreciation for the smaller wheeled (Lambretta) machines began to emerge, the much benighted taunts of the parallel twins from the wider field of experienced Ducati owners slowly resumed.

“As each day progressed the roads got better and the sights just kept on improving. The Woodford area seems made for two wheel riding, with its long winding hills and panoramic views. Despite my early retirement I enjoyed the comradeship amongst the riders and we were made to feel welcome by all. Siobhan gave a short history lesson on Lambretta scooters during Friday night’s entertainment.

By the end of her presentation several riders expressed a desire to own a Lambretta thus was the influence our scooters were having, or perhaps it was just the alcohol talking.”

The social side was continued on the Saturday night with John Stoddart recounting his visit to the Barber Vintage Festival and the hilarious catwalk presentation of the “come dressed in the year of your bike” parade. Competition was fierce, if a tad auteur, with the judges unable to separate the final 3 entrants. Jim, Siobhan and Neill are still fighting over the bottle of wine...

The ‘Giro again brought out the best in people with all selflessly offering parts, labour, advice and spare bikes to keep everyone riding. Muffler brackets were welded, dodgy Italian electrics repaired, mercy dashes taken to strip parts off mates’ bikes and afternoon beers drunk in the pits are as much a part of the experience as the riding. It was a great mix of old and new faces who share at their core a passion for these simple pleasures.

Thanks to all who contributed to making this event so memorable. ■

FAR LEFT Siobhan Ellis urges every rev out of her 1965 Lambretta 150 Series 3.

LEFT Barry Stowe on his 1967 Benelli Mojave 260.

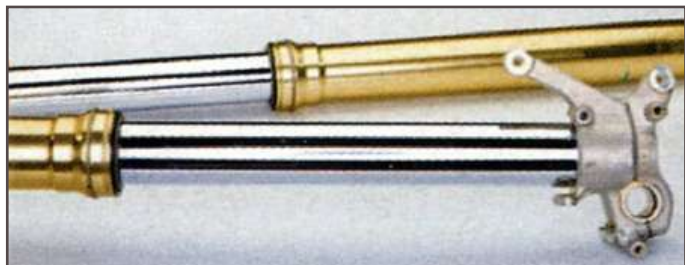


Motogiro Australia 2015 Awards

CATEGORY	WINNER	MOTORCYCLE
Vintage Class Award	Bill Guthrie	1951 Lambretta 125 C
Classic Class Award	Terry White	1968 Ducati 250 Mk 3
Modern Class Award	Col Garland	1972 Aermacchi 350 SX
Oldest Combined Age	John Butler	1970 Ducati 450 Mk 3
Longest Distance	Malcolm Craig	1974 Ducati 450 Desmo (Perth)
Spirit of the Giro	Steve Craven	1973 Ducati 350 Scrambler
Dress up Award	Jim Clarke, Siobhan Ellis and Neill Green	(unbreakable tie)



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RALLY REPORTS MAC TOWNS



Morning tea stop at Ebenezer Church on the banks of the Hawkesbury River.

Macquarie Towns Restoration & Preservation Club Rally

• 25-26 July, 2015 – Maraylya, NSW

A Hawkesbury happening

Report and photos Jim Scaysbrook



Peter Harris' H2A Kawasaki leads the chase up the hill.

After an enduring cold period with low lying fog and associated winter gloom, the weekend for the 15th Macquarie Towns Rally dawned in perfect sunny conditions and stayed that way. 146 solos and 2 sidecars made up the entry which assembled at Maraylya for the customary major breakfast before heading off on what would be a 140km ride. The first leg took the field out onto Windsor Road before the thoroughfare could be abandoned and the real ride, through the wonderful Hawkesbury district back roads and lanes, could begin. A 90-minute ride through Freemans Reach, East Kurrajong and then onto the Putty Road finished at the historic 1809 Ebenezer Church for morning tea. Around midday the ride recommenced, this time crossing the Hawkesbury River via the Sackville ferry and then following the narrow winding roads through to Lower Portland, Cliftonville and Cattai to the lunch stop at Glenorie for the judging. That evening the trophy presentation took place at Windsor RSL, with MC Peter Drury and assistant Tim Parry providing an entertaining floor show. On Sunday, a reduced field tackled a shorter run through Kenthurst, Annangrove Pitt Town and Richmond. Anyone who did the full route would have seen the Hawkesbury at its lush best and enjoyed an expertly conducted and convivial annual outing. ■

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RALLY REPORTS MAC TOWNS



Ray Birchall on his Yamaha XS1100G.



Star turn: Brian Rickells' 1968 Norton Commando Fastback scooped the pool of awards.



Best European, Graeme Cooper's 1961 BMW R69S.



Pre 1939 winner, Peter Williams' BSA M22.



Gordon Gregory on his 1979 Honda CBX.



Entrants await the start at Maraylya.



Top bike in the 1986-2006 category, Ford Doubleday on his ZXR750 H1.

Macquarie Towns Awards

CLASS	WINNER	MOTORCYCLE
Pre 1939	Peter Williams	1938 BSA M22
1940-56	Tim Wood	1941 BSA M20
1957-68	Brian Rickells	1968 Norton Commando Fastback
1969-76	Kevin Gunn	1973 Norton Commando 850
1977-1985	Doug Manuel	1979 Honda 1979 CBX
1986-2005	Ford Doubleday	1989 Kawasaki ZXR750 H1
Queen of the Rally	Ferne Thompson	1967 Suzuki T20
King of the Rally	Brian Rickells	1968 Norton Commando Fastback
Best Under 200cc	Dennis O'Hare	1971 Honda CB100
Best British	Brian Rickells	1968 Norton Commando Fastback
Best European	Graeme Cooper	1961 BMW R69S
Best USA	Anthony Nixon	1952 Indian Chief
Best Japanese	Ferne Thompson	1967 Suzuki T20
Best Sidecar	Dave Mead	1984 BMW K100



Best in the 1940-56 class, Tim Wood with his 1941 BSA M20.



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RALLY REPORTS LAVERDA CONCOURS



Penrite Laverda Concours

• 19 July, 2015 – Cleveland Show Grounds, Qld.

A day on the green

Report and photos Gaven Dall'Osto

The 27th running of the annual Laverda Concours has been run and won. A chilly start in the morning of the 19th July, but it was thankfully milder than the polar blast of the previous week. The forecast of a 70% chance of rain saw dark clouds looming but only a few wispy showers of rain occurred during the day. The crowds still came and the exhibits were again phenomenal. The judges had their work cut out for them in trying to pick a winner from the 160-odd motorcycles entered for the Concours.

This year a large portion of the money raised on the day will be donated to the Racesafe Medical Team and the Make A Wish Foundation. The Foundation helps young kids with life-threatening medical conditions and they also had a stall at the Concours on the day. Dakota, a young lady who was granted a Wish by the Foundation was interviewed to explain the thrill of seeing her favourite band. She was a bit shy and both she and the Make A Wish representative thanked Club Laverda and everyone for their



continued support. No alcohol, free face painting and kids activities also contributed to the family atmosphere.

The dyno shootout made a comeback this year with trophies offered for the most horsepower for machines under 750cc, over 750cc, and V-Twin machines. MAD (Motorcycle and Dyno Centre from Brendale) provided the Dyno and a set of tiered seating was provided each side for the spectators. The sweet sound of motorcycle engines at full song complimented the music of The Dave Ritter band.

30-odd business stalls and as many again motorcycle clubs, had displays setup in a perimeter around the rows of bikes entered for judging. Club Laverda had a row of at least 20 Laverdas on display at the admin area. Classic Laverdas haven't been made for around 30 years but it seems that

each year there are more on display which is evidence of the healthy state of the Qld Club.

Penrite was again the major sponsor for this year's event with other significant sponsorship from Morgan & Wacker, Brisbane Motorcycles, Shannons, Team Moto, Bayside Yamaha, which contributed to the \$2000 first prize. Another 25 businesses contributed to the 60-odd class trophies and an extra \$2000 worth of prizes handed out on the day.

This year the 'Bike of the Show' was appropriately won by Matt Laycock for his beautifully restored 1981 1000cc Laverda Jota. I believe that this was the first time in the 27 years that a Laverda has taken the top spot in the Concours. Congratulations to all the winners, sponsors and Club Laverda for another fantastic day for motorcyclists. ■



Continental up to 750 Class 1st place winner; Gary Fairman's 1972 MV Agusta 750S.



FAR LEFT Massive crowd flocked to the Concours. ABOVE LEFT HMCCQ Toowoomba Branch Club Display; Soapie Sinclair with his very rare Southern Cross. ABOVE Best Continental up to 750 Class, Best Laverda and Bike of the Show; Matt Laycock and his 1981 Laverda Jota 1000. LEFT Needs work. Noel St. John Wood's 1926 350 AJS.

Penrite Laverda Concours Awards

CLASS	WINNER	MOTORCYCLE
Continental up to 750cc	Gary Fairman	1972 MV Agusta 750S
Continental over 750cc	Matt Laycock	1981 Laverda 1000 Jota
British Pre 1985	Eryn Moore	1974 Norton 850 Commando
British Post 1985	Ken Robilliard	2012 Triumph 865
American Pre Evo	Paul Field	1975 Harley-Davidson Shovelhead
American Post Evo	Snow Ross	2001 Harley Davidson
Japanese pre 1985	Dave Stone's	1971 Honda 750 Four
Japanese post 1985	Glenn Withers	1985 Honda NS400R
Classic	Andrew Rowan	1947 Triumph Speed Twin
Street Special	James Beere	2002 Yamaha 1100
Competitor	Michael Hickman	2010 BMW S1000RR
Outfit or Trailer	David Scharf	1988 Kawasaki 750
Custom	David Woods	1987 Suzuki GSXR1100
Cafe Racer	Tim Boughan	1976 Honda 400 Four
Dyno - up to 750cc	Marjan Katalinic	Suzuki GSR 750, 127.5HP
Dyno - over 751cc	Tony Kent	Triumph Speed Triple, 217.8HP
Dyno - V Twin	Glenn Liebelt	Custom Night Rod, 133.6HP
Best Japanese	Tim Boughan	1976 Honda 400 Four
Best American	Snow Ross	2001 Harley Davidson
Best British	Andrew Rowan	1947 Triumph Speed Twin
Best Paint	James Beere	2002 Yamaha 1100
Best Ducati	Elton West	1988 Ducati 750 Sport
People's Choice	Elton West	Ducati 1988 750 Sport
Best Moto Guzzi	Cliff Drevermann	1975 Moto Guzzi 750 S2
Best Club Display	Vintage Japanese Motorcycle Club	
Best Laverda	Matt Laycock	1981 Laverda 1000 Jota
Best BMW	Joe Hanssen	1951 BMW R51/3
Judges Special Merit Award	Steve Leach	2010 Custom 1250
Colin Rad Morton Memorial for hardest ridden	John Findlay	2001 Suzuki 1400
Best In Show	Matt Laycock	1981 Laverda 1000 Jota

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Pre-1942 bikes.



Bike of the Show: 1942 Indian Scout.



Lucky Keizer's Merlin-engined monster.



British Motor Cycle Owners Association of Mackay All Bike Show

• 18-19 July, 2015 – Mackay Qld

Showtime up north

Report and photos Dale Kennedy

Another successful All Bike Show was held in Mackay in July, and it was probably one of the most diverse ones in the thirty two years of the show. The quality of the machinery was very high and the organizers are always left wondering where a lot of the machinery comes from with different bikes showing up each year. Kawasaki had Luke Burgess' race bike and several others in a strong dealer display, and there were some beautiful Ducatis that were better than new. The Best Competition class was won by a CR750 Honda replica that had a great display on the problems that can happen casting your own pistons. Best Club display was won by the Whitsunday Speedway Club with a display of Long Track sliders and solos. Lucky Keizer had his Merlin-engined bike there although not quite complete, he started and ran the beast several times during the show bringing down any loose rust and debris from the tin roof and impressing all the onlookers.

It is pretty hard to describe a Bike show and the best I can do for this is to say the same people regularly travel from as far away as Gladstone to Emerald and the Atherton Tableland to have a look, socialize and enjoy The All Bike Show, so if you are looking for something to do 16th & 17th July next year put it in your calendar. ■



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BMW R 1200 RS

Sport and Touring happily married

Story Jim Scaysbrook Photos Sue Scaysbrook

BMW's range now extends from 650s singles to the 1649cc six-cylinder K 1600 GT, so where does the new R 1200 RS fit? Somewhere between touring and sport?

The RS is basically an R 1200 R with a fairing. The two machines were developed alongside each other and share the same basic hardware in terms of chassis and engine, which is now the water/air-cooled boxer twin found originally on the 2013 R 1200 GS. Subtle changes to the air intakes, airbox and silencer, plus a lighter flywheel mean you get a little more

poke off the bottom-end than a GS. With 92kW (125 bhp) at 7,750rpm on tap, the new RS has the same power as the fully-faired RT tourer and has slightly more torque but is at 236kg, is 38 kg lighter. That weight advantage is immediately evident and makes the RS a more manoeuvrable proposition around town. The R 1200 R and R 1200 RS differ from the RT is that they



Strange little winglets, called Engine Spoilers, shield the exhaust pipes.

have a conventional set of telescopic forks at the front end, rather than the BMW Paralever set up.

The R 1200 RS I tested was equipped with the Keyless Ride (don't ride off and leave the key behind!), comfy heated grips that were a God-

send on Sydney's coldest-yet day of the year, and the optional (\$1353) panniers (no top box). Australian models come equipped with the Dynamic Electronic Suspension Adjustment package, the Comfort Package which includes heated grips and tyre



BMW R 1200 RS

RIGHT **Mission control.**
FAR RIGHT **The main instrument cluster is comprehensive but the speedo is still 'analogue' style.**



pressure control, plus the Dynamic Traction Control, which is an option on most overseas models. DTC incorporates what BMW call Ride Mode Pro which includes a lean-angle sensor. Another option is the Gear Shift Pro which permits rapid, clutchless gear changes up or down, but this engine has such a beautifully regulated flow of torque that gear changes are kept to a minimum anyway.

Naturally, instrumentation is comprehensive, given the amount of information that is available in the various modes and settings. However I question the logic of the 'analogue' (actually electric) speedo, with small numbers up to 240 km/h – why not just a big digital speed readout? As it is, the readout is dominated by the gear position indicator, where I think the speed reading should be. Licence retention first, style second! Visually,

the new RS is distinguished by its 'half' fairing, which extends to the cylinder heads, plus intriguing little winglets beside the exhaust pipes that look like they are just waiting to be snapped off by the nearest gutter. My guess is they are there to deflect water spray from the road. The fairing, with its manually adjustable windshield, does an admirable job of deflecting the wind and contains a pair of angular head lamps which are very similar to that found on the ultra-sporty RR.

Out on the open road, specifications quickly drift from the mind as you savour the superb and extensive spread of power, the sharp and predictable handling, excellent suspension and awesome brakes.

There's very little to take issue with. The standard seat height (820mm) is ideal for a 6-footer, nothing scrapes and the weight distribution seems perfectly neutral.

Subtle tweaks give the RS a sportier feel than the R, notably the decreased trail at the front end, and the low-rise handlebars. The seat is not height adjustable, but a selection of optional seats gives a 80mm range of height options. The R 1200 RS is offered locally in two models; the R 1200 RS in either Lupin Blue or Light Grey at \$22,950, or the R 1200 RS Exclusive (featured here) in Granite Grey or Black Storm at \$23,250. The extra \$300 gives you a dark grey frame (instead of black), gold brake calipers and the 'engine spoilers'. ■

BMW R 1200 RS Off-the-shelf

ENGINE	Air/liquid cooled DOHC flat twin with balance shaft.
BORE X STROKE	101mm x 73mm 1170cc
POWER/TORQUE	92kW (125 bhp) at 7,750 rpm. 125Nm at 6,500 rpm
COMP. RATIO	12.5:1
INDUCTION	Electronic fuel injection.
STANDARD	Dynamic ESA, Cruise Control, heated grips, Tyre Pressure Control, Dynamic Traction Control, Riding Mode Pro.
FUEL CAPACITY	18 litres, average fuel consumption: 5.5 l/100km
TRANSMISSION	6-speed gearbox with hydraulic, wet clutch. Shaft final drive.
ALTERNATOR	Three-phase 508W
CHASSIS	Two section frame, front and rear bolted on with load-bearing power unit.
SUSPENSION	Front: 45mm USB telescopic fork Rear: Cast aluminium single-side swinging arm with continuously variable adjustment for single shock. 140mm travel front and rear.
WHEELBASE	1527mm
TYRES	Front: 120/70 ZR17 Rear: 180/55 ZR17
BRAKES	Front: 2 x 320mm floating discs with 4-piston radial calipers and ABS Rear: Single 276mm disc, 2-piston floating caliper with ABS.
WEIGHT	236kg (fully fuelled)
TEST BIKE	Procycles BMW, St Peters NSW



Front suspension and brakes are superb.

Stylish Segura returns

For me, the abiding image associated with Segura will always be the late great Jack Findlay, who wore his blue and white Segura suit during his Grand Prix campaigns in the 'seventies. Knowing Jack's exuberant style, he would have more than once tested his suit's ability to withstand its tarmac abrasion! Now the famous French brand is to be re-launched in Australia through Ficeda, initially as a range of jackets, pants, boots and accessories. And while the products combine the "vintage elegance" that typifies the brand, each item has full modern CE approval for safety. Segura claim their range is so stylish in its soft, supple leather, it doubles as both riding and fashion wear, and there's no doubting that the gear really looks the part. As well as the jackets, there are also gloves, pants, boots and accessories.

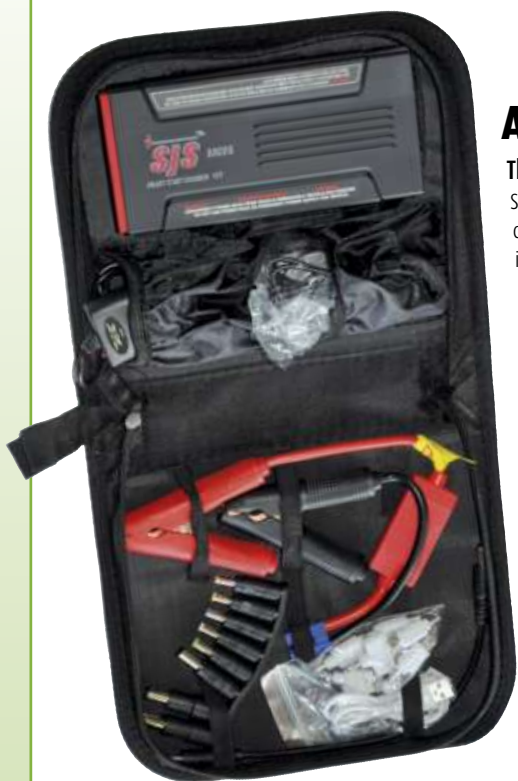
Shown here are the Segura Retro Jacket in Camel (\$649.95 RRP) and the Segura Classic Jacket Gris (\$299.95). For the full range and product details see www.ficeda.com.au



A very Smart Starter

This remarkable gadget consigns bulky old jumper leads to the skip bin. The SJS Smart Start Charger packs enough punch to start even diesel engines, and is small enough to be easily carried on your bike should you be headed for forbidding territory (and the handy carry pack is included). Kenma has three models available; the SSC01 at \$109, the 12.8 Amp SSC05 at \$139, and the 16.5 Amp \$199 – the big one will even start trucks. Inside you will find the latest Lithium Polymer technology, real space age stuff, and each unit comes with all sorts of connectors and leads that mean you can charge phones and other gadgets – there's even a built-in LED torch. In our testing the actual power pack seems to hold its charge for an incredibly long time. A very worthwhile accessory is the SJS Tyre Pump (RRP \$39.95) which plugs into the Smart Start Charger and will push up to 80psi into a motorcycle tyre.

Available direct from www.kenma.com.au



The SJS SSC05 Smart Start Charger and the SJS Tyre Pump (right).



Tom Tom Rider – built to thrill

Think of the new Tom Tom Rider 400 as the reverse of a conventional GPS, which is usually designed to get you from point A to point B in the shortest time and via the most direct route. The all-new Rider boasts a unique function which the makers call a 'thrill menu' that allows the user to plan a ride that incorporates the most exciting journey, not necessarily the shortest. The Rider 400 features a fully interactive touch screen that works even with thick gloves, and provides round-trip planning. It even lets you choose between three levels of 'windiness' for your route – low, medium or high, plus a similar choice of three 'Hilly' options. The mind boggles. You can even record your journey and save it in a feature called, ahem, 'My Routes', and this can be exported to share amongst friends.

Of course, for more urban or everyday use there are Lifetime TomTom Traffic updates, Lifetime Speed Camera warnings, spoken street names so you can keep your eyes on the road, Lifetime map updates for Australia and New Zealand, and many other useful functions. The GPS conveniently lifts out of its cradle and into your pocket when your bike is parked, or there is a lockable solution available as an accessory. The Rider 400 can also be used in-car via the optional car-mounting kit. The big 4.3 inch screen has been specially designed to remain readable in bright sunlight, something that was always a problem with previous motorcycle GPS units. The battery allows up to six hours operation, although in most cases owners will opt to wire the cradle into the bike's electrical system. It comes standard with a RAM mounting kit that clamps to handlebars or other suitable points and offers almost unlimited variations in movement for maximum visibility. Importantly, the Rider 400 is fully waterproof and connects easily to your Smartphone, along with dozens of other tricks.

At \$599.00, the Rider 400 is definitely top-end, but so is the specification.



Control the climate

The new **DriRider EXO 2 Climate Control Jacket** is designed for year-round comfort and protection. For maximum air flow plus safety, the exterior is made from High velocity Mesh, Polyester Oxford 600D and 1.1-1.2mm cowhide leather. Shoulders and elbows are reinforced with D30 T5 PRO CE Armour, with a Hi-density EVA back pad. The waterproof and breathable liner is easily removed and there are stretch panels in the chest for comfort and flexibility.

Sizes are XS-8XL and RRP \$399.00. For details see www.dririder.com.au



About time – an Aussie watch

Adina watches are completely designed and assembled in Australia, which makes them rather unique in this day and age. The brand began in 1971 and now boasts over 400 models in the range. The Adina Oceaneer range is a stylish but no-nonsense design that is built to withstand some rugged use, even motorcycling. The 100m shown here has a flat profile with a stainless steel case and can be worn while swimming or showering. The screw crown system provides exceptional water and dust resistance and features a sapphire crystal glass to give premium visibility whilst protecting the ocean blue face from the bumps and knocks of normal life. The Gents 100m Oceaneer is also available in Two-tone and Gold finishes.

The NK128 S6XB model shown has a RRP of \$299.00.

For full details of the Adina range, see www.adinawatches.com.au



Ventura bags for BMs

Two of the latest models from BMW, the R nine T and the R1200R are both fairly minimalistic when it comes to accouterments, so Ventura has been quickly off the mark with new luggage systems to fit both. The key to the Ventura system is the L-bracket, which is made to measure to fit each model. Once this is fitted, both bikes will accommodate a range of luggage options from the 10-litre Sport Pack up to the 47-litre Mistral Touring Kit.

For full details and pricing see www.kenma.com.au

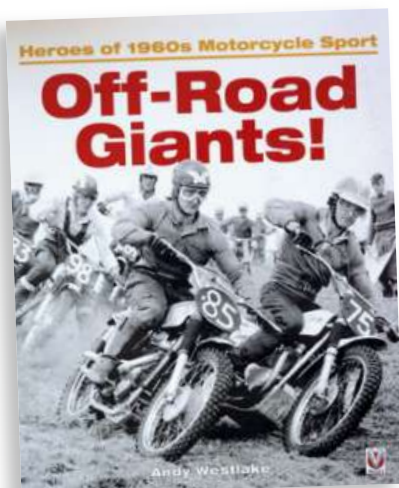


Ridersmate

When riding on your own, one of the greatest worries is that you may not be able to summon assistance in the event of an accident. That's where Ridersmate comes in. This little gadget, fitted with a cheap, SMS-only SIM card, is attached to the bike and to the rider by means of a flexible cord and snap-clips. If the two of you part company, the connection is broken and the unit sends an SMS message to up to three different people of your choice that you require assistance, at the location identified by GPS. Should you get to your feet and not require help, you simply reconnect the unit and the emergency call is cancelled. Simple. And it could even save your life.

Ridersmate is also suitable for cyclists and horse riders, and is available through zenonoz.com at RRP \$429.00 or call Frank Tidswell on 0417 008 461 for full details.





Off-Road Giants Volume 1

By Andy Westlake

Published by Veloce

ISBN 9787-1-845848-35-4

Soft cover 124 pages

RRP: \$69.99

Available from Pitstop Books (1800 622422) and Autobook World (02) 9231 6713

This is a newly-reprinted version of the original title in this popular series, and it is very good. The subject matter is very British, but if you followed the classic era of scrambling in the sixties, many of the names will be familiar; Triss and Bryan Sharp, Chris Horsfield, Bryan Goss, Bud Ekins, Eric Cheney and many more. Author Andy Westlake has interviewed most of these men and also traces company histories like AJS, Cotton, Cheney and Wasp. These were the days of massive crowds at meetings, even at the freezing cold and usually wet winter scrambles televised by the BBC in the Grandstand program. The book basically runs up to the swamping of the motocross scene by Husqvarna and CZ, but stops short of the Japanese invasion. A really interesting read with terrific period photographs.

Vespa

The story of a cult classic in pictures.

By Günther Uhlig

Published by Veloce

256 pages hard cover

ISBN: 978-1-845847-90-6

RRP: \$89.99

Available from Pitstop Books (1800 622422) and Autobook World (02) 9231 6713

As the author says in his Foreword, 18 million Vespas have been produced since 1946 – placed end-to-end they would stretch 32,000 kilometres. In wartorn northern Italy, Enrico Piaggio somehow managed to get into production a design by aeronautical engineer Corradino D'Ascanio, code named MP6, which became the Vespa as Piaggio declared it looked like a wasp. The quirky little



scooters have become a cult symbol to thousands of owners world-wide, and are probably more popular than ever right now. This book traces the evolution model by model, year by year, by way of excellent colour photographs and suitable annotations. There is a valuable serial number listing from the first to the current models and plenty of detailed information for restorers or anyone with even a passing interest in the small-wheelers.

How to restore Honda CX500 & CX650

By Ricky Burns

Published by Veloce

176 pages soft cover

ISBN: 978-1-845847-73-9

RRP: \$89.99

Available from Pitstop

Books (1800 622422)

and Autobook World (02) 9231 6713

Another in the series of restoration books from Veloce, this one covers Honda's first venture into v-twins. With water-cooling and shaft drive, it was unique at the time and quickly gained a reputation for good handling and low-maintenance. The basic design was evolved into larger capacity and with performance boosted by turbocharging, and in recent times, the models have become sought after by restorers and collectors. This book covers basic restoration techniques, as well as tips specific to this model. Every single component of the original CX500 is covered, and these rules pretty well cover the later models, including the GL.



Isle of Man TT 2015

Official Review DVD

4 hours duration

From Duke Marketing £16.99

www.dukevideo.com

The 2105 TT has been hailed as one of the best in recent times and featured a sensational comeback by Ian Hutchinson (who took three sensational wins during the week), and another superb performance by Kiwi veteran Bruce Anstey to win the Superbike TT. But perhaps the greatest effort came in the final race – the Senior TT, when the incredible John McGuinness showed that age is no barrier when he took out the most prestigious TT trophy of all at an average speed of 130.481 mph, and with a new outright lap record to boot. This DVD contains highlights from all the races, including the two Sidecar TTs and the increasingly popular Zero Challenge for electric bikes, also won by McGuinness.



Motorcycling Adventures

By Michael Rohan Sourjah

Published by Global

Publishing Group

ISBN: 978-1-922118-79-0

255 pages soft cover – RRP \$29.95

To order; info@motorcyclingadventures.com.au or call (+61) 0438 264632

Subtitled, "A journey into Australia's Outback with bikes, beers, blokes and babes" this book is about the adventures of Sri Lanka-born Sourjah which is described as "International author, entrepreneur, motorcycle adventurer and motorcycle tour guide". Michael received his first bike at age 20 and has been touring places near and far since then. When he came to Australia he joined the Ulysses Club and decided to ride across the country, a trip that inspired him to form his own motorcycle adventure business. His enthusiasm for outback motorcycle travel ("four wheels move the body, two wheels move the soul") certainly comes through in this entertaining book.



Legend

A childhood dream

By Lawrence Ryan with Stephen Webb

Published by Connor Court

Publishing

ISBN: 978-1-925138-55-9

204 pages soft cover

RRP: \$24.95

Orders: (03) 5332 6205

Email: sales@connorcourt.com

The publicity release accompanying this book says "Lawrence Ryan is Australia's very own Evel Knievel." That can either be a good thing or a not so good thing, according to your point of view. However, there's no doubt that Mr Ryan, also known as Lawrence Legend, is an incurable jumpaholic, having been leaping over all manner of obstacles since he was a youngster in June (NSW). He has held Guinness World Records and performed feats of derring-do in cars and on motorcycles for decades, and is still doing so. This book covers the ins and outs of a lifestyle that few of us can imagine.



MA54



CLUB DIRECTORY

WHAT'S ON WHERE WITH WHO

This is a free listing for all clubs and organisations, as well as a free directory of up-coming rallies and other events.

Fax: 02 4572 2282 or e-mail: scaysbrook34@bigpond.com

★ Denotes new or modified listing.



Adler Owners Club

Restoration advice & information freely available. Australian Rally held every two years. Contact Don Littleford, Toowoomba, Qld. Ph: 0746 141 207 Email: littleford@palmlake.net.au Web: www.adlermotorcycles.com

AJS & Matchless Owners Club (Aust) Inc.

Australian section of the AJS&MOC Ltd. Spares scheme, machine dating, library, technical advice, International monthly journal. Contact Dave Baker, 03 9786 4063. www.downunderjampot.com

Albany Vintage & Classic Motorcycle Club Inc.

Concessional licensed Club catering for older and newer bikes. All types of rides and events to enjoy. Ssecretary (08) 9845 1278 or PO Box 429, Albany, WA 6330. www.avcmc.iinet.net.au

Antique Motorcycle Club of Australia Inc

Founded 1987, caters for motorcycles made prior to 31 Dec, 1930. New members welcome. Sec: Frank Staig, 0432 693 242, 2 Mulcahys Rd, Trentham, Vic. 3458. www.antiquemcc.org.au

Australian Ariel Register Inc.

Members receive a quarterly magazine. Annual National Rally. Sec. (02) 62420495 www.australian-ariel-register.com.

Australian CX500/650 Register

Also caters for CX400, GL500/650/700. Over 900 members to share knowledge, rallies held in various states. Contact Les Francis les.francis@bigpond.com Web site: www.australiancx.asn.au/forum/index.php

Australian RD & RZ Owner's Register

Not a club, no fees, just a register to help locate parts or bikes, get together with other owners etc. Messages circulated via a private email database. Contact Ray Birchall 0429 353 683. Em: raybirchall@bigpond.com

Australian Speedway Riders' Association

Welcomes current or past solo and sidecar riders/passengers, support crew members or enthusiasts. Our aim is to promote goodwill and camaraderie in a social environment and the preservation of speedway history for future generations. Contact Bill Powell (02) 9583 2706 or www.asra.info

Barossa Valley Classic Motorcycle Club Inc

BVCMCC is a social group sharing a common interest in preserving and riding classic motorcycles. Meetings at RSL Hall Tanunda 8pm first Wednesday month except January. Contact PO Box 490 Nuriootpa SA 5355 or www.bvcmcc.org

Bendigo Historic Motorcycle Club Inc.

Promoting the use and restoration of Veteran, Vintage and Classic Motorcycles. Regular Club runs, Rallies and motorcycle -only Swap Meet, First Sunday in December. Meet at Llanelly Public Hall 11.00 am 3rd Sunday of each Month. Secretary Rex Jones 03 54414473 or rexyjones@bigpond.com

Best Feet Forward Group

Members in two states - interested in any feet-forward machine including scooters. Ken Butler 03 5678 2245 em: Kenneth_butler@bigpond.com

BMW Airheads Downunder (B.A.D)

For Aussie and Kiwi owners of the Type 246 and 247 boxers affectionately known as 'Airheads'. Register your bike at:

www.rter.co.nz/Airheads/index.html or www.rter.co.nz/Aussie_Airheads/index.html; Em: russellc@rter.co.nz

Bombala Bike Show Committee

Meeting 2nd Wednesday month at Bombala RSL Club, 6pm or visit www.bombalabikeshow.com.au. Contact Sam Dyer (Publicity Officer) Em: contact@bombalabikeshow.com.au or Ph: 0459 311 997 - PO BOX 298, Bombala NSW 2632

British Motorcycle Club Tasmania. Inc.

Promotes restoration, preservation and use of British manufactured bikes of all ages. Club runs, monthly meetings, Club magazines. Enquiries to: Secretary, British Motorcycle Club Tasmania c/-Post Office, South Hobart, Tasmania 7004. Web: www.britishmotorcycleclubtas.com

British Singles Motor Cycle Club Inc

With an interest in all British & Euro bikes meets 2nd Monday month at 1485 Old Cleveland Rd. Belmont Brisbane 4153. PO Box 771 Nanango 4615. Ph: Darryl 0403212545 or B.C. 0411222484 Em: triumph120@hotmail.com

British Motorcycle Owners Assn. of Mackay Inc.

Monthly meeting 2nd Sunday of month 9.30am at Mackay Aero Club. Club Rides 3rd Sunday of month. Correspondence to President or Secretary PO Box 591, Mackay Qld 4740. or Email: admin@bmoa.org.au Web: www.bmoa.org.au

British Two Stroke Club of Australia

Sec: Andrew O'Sullivan. 21 Mathison Circuit, Churchill, Victoria 3842. Em: atosullivan@bigpond.com. Ph: (03) 5122 2337. For those interested in British two strokes but open to any brand of bike. Monthly runs in Baxter/Frankston and Bendigo areas. Bi-monthly meetings & newsletter. Victorian Roads Red Plate approved.

Broken Hill Veteran, Vintage and Classic MCC

Rides every Saturday, leaving Aquatic Centre 12 noon. Visitors welcome. Sec: Allyson Verburgt 08 8087 3299.

★ BSAMCC of NSW Inc

PO Box 4023, Homebush South, NSW 2140. Secretary Em: secretarybsamccnsw@gmail.com. South Coast Branch: PO Box 3323, North Nowra, 2541. Mid North Coast Branch: PO Box 169, Lake Cathie, NSW, 2445.

★ BSA Owners Club of Queensland Inc.

PO Box 714 Runaway Bay Qld., 4216. Meet 9am at the Coomera Roadhouse Café, 7/11 Service Station, Whitewater Way Coomera, 3rd Sunday of month. Contact Sec. Fred Jupe Em: bsaoc.qld@gmail.com or call 0418 381 934.

BSA Owners Association Inc.

Membership is continually increasing and the scope of the Club's activities grows proportionately. All information for joining is available from the Secretary, PO Box 2400, Oakleigh, 3166 or www.bsa.asn.au

BSA Owners Club of South Australia Inc.

Meetings & social events for members from Adelaide, country and interstate. First Tuesday of the month at CCC Club Rooms, Glandore Community Centre, Clark Terrace Glandore. Club Ride the following Sunday. Annual Rally in October/November. Secretary c/o PO Box 380, Plympton SA 5038. Email at rosco.35@bigpond.com

Cancer Research Advocate Bikers

(CRAB) raises money for cancer research. Victorian chapter known as Mornington Peninsula Hermits & conducts meetings & rides 1st Sunday each Month. Club approved by Vic Roads for club permit scheme & looking for new members. Website: www.crabhermits.com - Email: crab_mcc@hotmail.com Phone: Ross 0418 325602.

Cairns Motorcycle Restorers Club Incorporated

Established 1979. 50+ members. Meets first Sat. each month. PO Box 6560 Cairns Qld 4870. Secretary Greg Wilson, (07) 40558802. www.web.aanet.com.au/cmrc_album

CBX-6 Owners Club of Australia Inc. 2517

Dedicated to the preservation, restoration, promotion and enjoyment of the Honda CBX 1000 6 cylinder motorcycle. Secretary, 6 Edward Corrigan Close, Woonona NSW. Visit www.cbx6.com.au.

Central Coast Classic Motorcycle Club Inc.

Restoration, preservation and use of old motorcycles. Meetings at Ourimbah RSL Club 4th Tuesday each month. Club rides every Sunday and Wednesday leaving 9.30 from Macdonald's Tuggerah. For info call Denis on 0243 631 656 or Paul on 0410 617 881.

Central Coast Vintage Motor Cycle Club

Caters for motorcycles 30 years and older. Regular veteran, vintage and classic runs. Exclusive runs for veteran and vintage motorcycles. Tech. assistance and restoration help. Meets 7.00pm on 3rd Tuesday of the month at Conference Room, The Entrance Leagues Club Bateau Bay NSW. Enquiries: Allan (02) 4396 7187. Email: www.ccvmc.info

Clarence Valley Historic & Enthusiasts MCC

Meetings 1st Tuesday of month South Grafton Ex-Services Club 7pm. Monthly social rides for classic & modern bikes last Sunday of month plus annual Grafton Classic Rally held last weekend August. Contact Geoff Meller 0266493357 or Terry Ryan 0266493382 tjryan50@bigpond.com

Classic & Enthusiasts MCC

Meets 4th Monday of month at Rydalmere Public School, John St. Rydalmere NSW at 8pm. Historic plates for bikes over 30 years old. Moderns also welcome. Call 02 9639 7017 or www.cemcc.org.au

Classic & Enthuiasts MCC Inc - Albury/Wodonga

Meets 8pm, 4th Tuesday of every month at the Wodonga RSL Club. Secretary Katrina Dutton Ph: 0407 208 414 or Em: katrina.dutton4@bigpond.com

Classic & Enthusiasts MCC - Illawarra Branch NSW

Meets 8pm 2nd Monday every month at Keiraville School, 286 Gipps St. Keiraville. Lester Hamilton (02) 4229 4003. lesterhamilton@bigpond.com

Classic Italian Motorcycle Association of Australia

Italian makes no longer in production and Italian motorcycles over 30 years old. Call: Bruce (Syd): brw450@bigpond.net.au or 0404 873 034, Garry (Syd): 0414 916 101 or Ian (Melb): (03) 9866 8529. www.cimaa.asn.au

Classic Motorcycle Club of Victoria Inc.

Catering for all 25 year and older bikes. Meets 8pm third Wednesday month at Sturgess Hall, Chatfield Ave, Deepdene (Balwyn). Monthly Sunday, midweek and weekend runs throughout the year. Information at www.classicbike.com.au

Classic Owners Motor Cycle Club Inc. SA

Meets 7.30pm 4th Tuesday month at James Nelson Hall, Woodville Centre, Woodville. Rides on last Sunday of month. For retired members, rides on the first Wed and third Tues of each month. Active Moped section. Comprehensive members library. New member enquiries: Secretary c/o PO Box 642, Plympton, SA 5038. Email rosco.35@bigpond.com.

Classic Scramble Club Inc.

Dedicated to the Golden Era of Scrambling, catering for scrambles machines from '60s to Pre-75. Based in Victoria. Contact Ross Martin 0416 132150.

Club Laverda Queensland

Our passion is Laverda, our goal is to share the good times. Meet 1st Tuesday at Lord Stanley Hotel, East Brisbane. www.clublaverdaql.com. PO Box 5399 West End, Qld 4101.

Coalfields Classic & Enthusiasts Motorcycle Club

Meets first Monday of the month at the Tattersalls Hotel, Greta, NSW. Ph 4938 7352.

Coffs Harbour & District Motorcycle Restorers.

Encouraging preservation of motorcycles 30 years and older. Meets 3rd Thursday month 7.30pm, Club Coffs, West High St. PO Box 4248 Coffs Harbour Jetty 2450. Ph: 02 66534532.

Dry Lakes Racers Australia

Next meeting 11am, 10 October 2010. Note new venue: Highway 31, 743 Sydney Rd. Brunswick. All welcome. Contact Cled Davies Ph: 03 54433432 Mb: 0419 581 854 Em: daviescled@hotmail.com

Ducati Owners Club North Coast

Operate a Historic Register for eligible Italian motorcycles. Phone Ross on 0403 69 8188 or www.docnc.org.au

Early American Motorcycle Club

Dedicated to American made motorcycles manufactured before and including 1966. Monthly rides and weekenders. President: Mike Joli (08) 9295 4360 Secretary: Glen McAdam 0438 229 957. PO Box 184 Tuart Hill, WA 6939.

Griffith Classic Motorcycle Club

Meets 3rd Thursday at Griffith Exies Club, 8.00 pm. Currently 200+ members. Club runs 1st & 3rd Sundays each month. Contact Brian (Hoppy) Hampel 0409 624 716.

Hastings Valley Motorcycle Club

PO Box 5444, Port Macquarie NSW

Highlands Classic & Enthusiasts Motor Cycle Club

Catering for rides of vintage & classic motor cycles as well as members with newer bikes who just like to ride with a group of like-minded people. We have RTA authorisation for the issue of historical plates, based in the NSW Southern Highlands. President Kevin Roberts, PO Box 693, Moss Vale 2577. Website: www.highlandsclassicmcc.com.au

Highland Restorers Club

Yungaburra Qld. Meet every Sunday morning at the Whistlestop Café Yungaburra. Qld. Contact President Ph. 0417 707 693 Em: don.sheppard@ipac.com.au

Historical Motorcycle Club of QLD Inc.

All aspects of old motorcycling through SE and Central

Qld. 900 members & 14 areas catering for restoring and numerous events on club calendar. Contact: The Hon. Secretary, PO Box 1324 Fortitude Valley, Qld 4006. www.historicmotorcycle.org.au

Historic Motor Cycle Racing Register of SA

Meets third Thursday each month at MSA Office, 251 The Parade Beulah Park, SA. Trevor Henderson. Ph: 08 8384 5284 or email: secretary@historicmotorcyclerracing.org.

Historic Racing Reg. M/cycles & Threewheelers Ltd

Meets 2nd Wednesday at Western Suburbs Aussie Rules Football Club, Hampton St, Croydon Park NSW. For racing machines built prior to December 1962. Annual Historic Race Meeting for machines up to 1973 with support rides & m/c swap meet. Restoration help & advice. Ph: (02) 9624 1976.

Historic Motorcycle Racing Assoc. of Vic. (HMRV)

'The Heart Of Historic Racing'. Meetings bi-monthly 2nd Monday, Mitcham Angling Club, 11 Brunswick Rd. Mitcham Victoria, 7pm. Web: www.hmrav.org Ph: Doug (03)59 689 395. Em: enquiries@hmrav.org

Illawarra Classic Motorcycle Club

Meets last Monday every month at Warilla Sports Club, 54 McGregor Ave Warilla 2528. Caters for motorcycles and cars 30 years and over. Regular runs and our annual Red Scarf Rally. Extensive library and reasonable membership rates. Contact the Club Secretary Barbara Jents Ph: 0410 566 369 Em: icmc.club@gmail.com. PO Box 94, Oak Flats, NSW 2529

Indian Harley Club (Bunbury) Inc.

Founded 1971 for owners of all makes. Meetings second Tuesday of month, Bunbury Motorcycle Clubrooms, Shrubland Park, S'West Highway, Bunbury, WA 6230. Sec: Faye Carn, (08) 9797 1709 or ihcbunbury@gmail.com Website: ihcvintagemotorcycles.asn.au

Indian Motorcycle Club of Australia Inc.

Meet 3rd Wed. February, May, August & November. Call Conor Murphy, PO Box 1015 Ashwood 3147 Mb: 0415 581 060

Indian Motorcycle Club of Western Australia

Dedicated to the restoration, preservation and use of Indian motorcycles. Monthly ride, monthly magazine. Meet 3rd Tues of month Wireless Hill clubrooms 6 Hickey St Ardross. Facebook Indian Motorcycle Club of W.A. President Murray Morell (08) 9332 8826 email mjmorell@optusnet.com.au

Indian Owners Register of New Zealand

Annual rally and quarterly Club magazine. Contact President James Chambers ,04 2323260, redtonto@clear.net.nz Website www.indianmotorcycleclub.co.nz

continued next page....

Inverell Motorcycle Restorers Club Inc.

Meets 4th Tues. month at Inverell RSM Club, 7.30pm. Social ride 2nd Wed. month meets at McDonalds 9.30am. Annual Rally in April. Contact President 02 6722 2729 or write PO Box 324, Inverell, 2360.

Iron Indian Riders Association of Australia

For all Indians 1901-11, meetings last Tuesday in month. Runs 1st Sunday. Sections in every state including NZ. Secretary: PO Box 2264 Werribee, Vic 3030. www.ironindian.com.au

Kawasaki Z Owners Club, Qld

Meet 1st Tuesday of month (ex January) at Motorcycle Sportsman Club Crosby Rd, Albion, Brisbane Qld. Ph: Beno (President) 0411269980 Em: zownersqld@hotmail.com; www.zownersqueensland.com; Post: 92 Coomera Springs, Upper Coomera 4209 QLD.

Kawasaki Z Owners Club Victoria

www.zowners.com.au P.O.Box 96 Brunswick West Victoria 3055. Meets 3rd Tues. month 7pm, Fairfield-Alphington RSL, Railway Place, Fairfield. Monthly social rides, all welcome. Sec: Mb: 0400 052 598 Em: sec@zowners.com.au

Levis Motorcycle Register of Australasia

Contact Les Thomas, 3 Brigalo Court, Keysborough, Vic 3173. Email: brigalo@optusnet.com Phone: (03) 9711 5692

Macquarie Towns MC Restoration & Preservation Club

Formed in 1981 to promote and foster the restoration and preservation of motorcycles 10 years and older. Meetings second Monday of month 8pm. Pitt Town Uniting Church Hall, Bathurst St, Pitt Town. Contact: Secretary MTMRPC, PO Box 4254, Pitt Town NSW 2756.

Monarchs Motorcycle Club (Victoria)

Established in 1965, with currently 200+ members. Meetings: Moto Cafe, 611 Nepean Hwy, Carrum. 8pm 2nd Tuesday of month except July, (AGM) and December. Active club in touring, rallying and promoters of 3 annual rallies; Sidecar, Dargo High Plains and Domino. Also member/family club events. Victorian Club Permit Scheme. Website: monarchs.net.au

Moto Guzzi Club of Qld

PO Box 1159, Fortitude Valley Queensland 4006, Australia.

Moto Guzzi Club of Victoria

Social sips first Wednesday every month Leinster Arms Hotel, 66 Gold St., Collingwood, Vic. All welcome. Club runs, meetings, Magazine and Spaghetti rally. Contact Neville Briggs 03 9528 6989 or www.motoguzziclubvic.asn.au

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CLUB DIRECTORY & MARKETPLACE

Motorcycle Enthusiasts Club Gold Coast

Thursday & Saturday morning rides for modern & classic bikes. General meeting, last Wednesday of each month at 238 Mudgeeraba Rd, Mudgeeraba at 7.30pm. For annual & monthly events & rides see our website www.mecgc.club or contact President on 0400 818801 or 07 5502 9509.

Natureland Classic Motorcycle Club

P.O. Box 417, Kempsey NSW 2440. President: David Flint 0416 200 023. www.naturelandclassicmotorcycleclub.org.au.

Newcastle Classic Motor Cycle Club Inc

Meetings 8pm at Club Macquarie Argenton last Tuesday each month. Correspondence to The Secretary NCMCC Inc., PO Box 134 Boolaroo NSW 2284.

Newcastle Vintage Motorcycle Club Inc.

Est 1965. Meets first Wednesday of month at 7.00 pm, South Newcastle Rugby League Club, 46 Llewellyn St, Merewether. PO Box 3094. Most runs are on the 2nd and 4th Sundays of the Month. Mid week runs on Wednesday. All machines 30 years of age or older. Secretary Terry Freeman (02) 49656854.

New Imperial Owners Association

Aust. branch of UK New Imp Owners Assoc. Advice, help & encouragement to owners and breeders. Quarterly newsletter, technical support. Contact John Ferguson, PO Box 94, Rosanna, Vic, 3084. Em: alsaut@iinet.net.au Mb: 0408 320 511

New Zealand BSA Motorcycle Owners Club

Wellington meetings 1st Tuesday of month at the Parrot & Jigger, 477 Hutt Rd Alicetown, Lower Hutt 7pm. Auckland meetings 2nd Wednesday of month Northcote Tavern 37 Queen St Northcote 6.30pm. President Ashley Blair (04)239 9642 ashleybsa@xtra.co.nz; Web: <http://bsa.org.nz>

New Zealand AJS Owners Register Inc.

Pres: Ian (Mac) McKercher. 10 Houghton Cres, Redwoodtown, Blenheim 7201 NZ. Ph: +64 3 577 7238 www.jampot.co.nz

Northern Classic Vintage and Veteran MC Club

A small, Sydney based club for those who wish to restore, register and ride Classic, Veteran and Vintage Motorcycles. Contact Phil Ward on 0422 988794.

Northern Rivers Classic Motorcycle Club

Meets Clunes Community Hall 2nd Tuesday month 7.30pm. Club rides most Sundays. Robert Evans, President, Ph 0400 430 070 and Neil Williams, Secretary, Ph 0418 242 044. www.nrcmcc.org

★ Norton Motorcycle Club SA Inc

Rides, social events. Meet first Monday of month (except January or public holidays) Velocette Clubrooms, 74 Drayton St, Bowden, Adelaide. Rides every month. Contact: Con Desyllas (Pres), Ph 8352 5050. Web: www.nmcsa.org

Norton Owners Club of NSW Inc.

Meet 1st Friday each month 7.30pm Leichhardt Rowing Club, Glover Street Leichhardt. Regular rides. Help with Norton matters. New 961 owners welcome. Visit www.nocnsw.org.au or email nocnsw@gmail.com or call Ben 0405 539587 or Tim (02) 9489 0450 for more info.

Norton Owners Club of Victoria Inc.

Established 1981. Meets 2nd Wednesday of month 8pm (except January), Oakleigh Bowling Club - Melways 69F6. Regular rides & events, bi-monthly magazine, membership open to all Norton enthusiasts. Ph: (03) 9723 4440 www.victoria.nortonownersclub.org

Panorama MCC Inc. Veteran & Vintage Group

Meets first Tuesday night of each month at 7.00 pm at the City Bowling Club in lower William Street, Bathurst. Greg Donald 48 Miriyan Drive, Kelso 2795. Ph: 02 63317290 Mb: 0439111608 Em: gdonald@internode.on.net

Panther Owners Register Australia

Quarterly newsletter, help with parts. Membership \$5 per year to cover postage. Call David at floozie2@bigpond.net.au

Port Macquarie Classic Motorcycle Club Inc.

Open to all owners of bikes 30 years of age or over with all makes and models welcome. The club's aim is to encourage classic bike restoration, preservation, and registration. Regular rides and social functions with family membership encouraged. Meetings held at the Settlers Inn, on Hastings River Drive, Port Macquarie on the second Tuesday of the month. For information contact John Butler 02 65826878 or 0419485493.

Queensland Early Motorcycle Sports Club

Promotes road racing for motorcycles up to and including Period 6 New Era 1st January 1983 - 31st Dec 1990. Meets Motorcycle Sportsmen clubrooms 35 Crosby Rd, Albion, Brisbane 7.30 pm 2nd Tuesday of month except January. Visitors welcome. Contact president Gene Lopeman (07) 54957810. www.qemsc.com.au

Rickman Metisse Register

Open to owners of all Rickman models, aims to promote awareness, camaraderie, locate spares etc. Contact John Matthews 02 9565 1226 or 0403 394940. Victorian contact Rod Menzies 0419 575518 rrws@bigpond.com

Road Race Association of Townsville

Meet 1st Wed. month, 17 Yarrowee St. Garbutt, Townsville. Ph 0422248607 or 0409499526 Em: admin@rrat.com.au

Royal Enfield Club of Australia Inc.

Enthusiasts/owners are invited to join at www.recoainc.com or send SSAE to PO Box 4075 McKinnon VIC 3204. Ph 0411 770 225. Melb.meets last Tues/month, 8pm, Rosstown Hotel, Carnegie 0411 770 225. Sydney - 7.30pm first Tues,

Newington Hotel, Stanmore Rd. Sydney. Perth: first Tuesday Woodbridge Hotel, Cnr East & Water St, Guildford 7-7.30pm. Brisbane ride - Bill Borg 07 3396 1519. Membership covers the costs of the NSW Historic Royal Enfield Club.

Russian Motorcycle Owners Association (R.M.O.A.)

Est. 1979. Fostering the love of old and new motorcycles from the Russian states. Meetings held online, bi-monthly newsletters, annual magazine and two annual rallies, the Canetoad Rally and Weabonga Rally. Secretary: Ph 07 4697 8232. Email: russianowners@gmail.com

Shoalhaven Classic Motorcycle Club

A family orientated club for classic and modern classic machines. RTA recognised historic club affiliated with the motorcycle council of NSW. Family days, barbecues, club runs, weekends away, annual bike show & technical advice. Meetings first Sunday of month at 9.30am Bomaderry Bowling Club. Call 4443 8501 or 4421 8810.

Singleton Classic Motorcycle Club Inc.

Meetings first Thursday each month Singleton RSC club, Castlereagh St, 7.30 pm. Info, Daniel: 0265731050 after 7pm or PO BOX 255 Singleton NSW 2330.

South Grafton Ex-Services Motorcycle Club

Meetings held 2nd Monday of the month at South Grafton Ex-Services Club 7.30pm. Social rides, emphasis on Vintage, Veteran & Classic bikes. Contact Club Captain Terry Ryan on 02 66493382 or email: trjryan50@bigpond.com.

SR500 Club Australia

Open to SR500 and siblings (400, XT, SRX, TT etc.) and like riders. Melbourne based but Australia-wide club providing information, rallies, newsletters and monthly meetings in Melbourne. Contact info@sr500club.org or web www.sr500club.org or Andy on 0418361810

Stevens Register

Help and advice for anyone with a Stevens motor bike or three wheel van (not A.J.S.) built between 1934 and 1938. Contact David (02) 9600 9894 or go to our website at... www.thestevensproject.co.uk - under 'Stevens register'.

Tamworth & Districts Antique Motor Club

For motorcycles & vehicles older than 30 years. Call: Peter on 02 67656085 or PO Box 5045, Sth Tamworth, NSW 2340.

Taree & District Classic & Vintage Motorcycle Club

Meet 3rd Tuesday of month 7.30pm Airport Tavern Hotel, Lansdowne Rd Cundletown. Catering for all makes, models for historic registration, regular mid week and weekend rides, annual rally. Contact PO Box 978 Taree 2430 or email: tdvcmc@gmail.com

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CLUB DIRECTORY & MARKETPLACE

The 59 Club Australia Inc.

Official branch of the 59 Club London. Open to anyone interested in classic bike or café racers. Regular rides, meetings and activities. VicRoads approved for red plate permits. Post Classic race team. National President: Shadow 0416 838 565, Qld: Roy 0410 574 127, WA: Sparra 0415 622 585, Vic: Drifter 0418 207 794. Postal address: PO. Box 8064, Burnt Bridge, Croydon Vic 3136. www.the59club.org.au E: the59clubaustralia@hotmail.com

The Historic Competition Motorcycle Club of WA

Dedicated to preservation and usage of all historic road racing motorcycles and sidecars. Sec. Mick Tesser. PO Box 568, South Perth W.A. 6951. www.historicracing.asn.au

The Veteran and Vintage Motor Cycle Club of SA

Established 50 years. Club runs, library, historic registration, swap meets, monthly magazine 'Smoke Signal'. Meets second Tuesday of month at Payneham RSL at 8pm. Web page www.vvmccsa.org.au. Contact phone - 0409 514 213.

Townsville Restored Motorcycle Club Inc.

Meets 1st Wed. every month at Basque Association Hall, Sabadine St, Aitkenvale. PO Box 1016 Aitkenvale, QLD 4814 or call Hedley Cooke (07) 4779 7495 or John Alexandrou on (07) 4773 4332.

Tweed Heads Motorcycle Enthusiasts Club Inc.

Meetings 7 pm (NSW time) 1st Monday month (If it falls on a Public Holiday then it's the following Monday) Tweed Heads Bowls Club, Cnr Wharf & Florence Street, Tweed Heads. (Function Room). Telephone 0400 871 699. For club and ride info visit www.thmcec.com.

Velocette Owners Club

Centres throughout Australia. Spares scheme, national rally, technical advice, club magazine, club runs, meetings & events, all for \$25 per year. Call Peter Underwood, Ph: 02 9651 1793

Veteran & Historic Motorcycle Club Ltd

For restoration & riding motorcycles of all makes over 30 years old. RMS concessional historic registration available. Mid-week & weekend rides, social outings, weekends away & rallies. Meet 7.30pm 3rd Thursday each month at Rydalmere Central Bowling Club, Park Rd, Rydalmere NSW 2116. PO Box 366 Kellyville NSW 2155 E: veteranandhistoricmcc@gmail.com

Veteran Motorcycle Competitors Assoc. of SA

Monthly social luncheon, Annual General Meeting and Annual Dinner only. Must have held an ACU licence 25 years or more prior to joining. Meets 1st Tuesday of month at Morphett Arms Hotel for lunch 11.30 - 1.30pm except November - 2nd Tuesday. Contact Nip Kuerschner 08 83903990. Mobile 0418854565. nipper@nipper.net.au

Veteran, Vintage & Classic MCC ACT Inc, Canberra

Monthly rides & annual rally. Meets 8pm 1st Thursday each month at Spanish Australian Club, 5 Narupai Pl, Narrabundah ACT. Visitors welcome. Write PO Box 3127 Manuka ACT 2603 or www.vvmcc.org

Veteran Vintage Motorcycle Club of NYP

Catering for all types of motorcycles regardless of size, style or age. Meets 3rd Thursday of month, except December, at our clubrooms Drain Road, Kadina SA 5554. Email: veteranvintagemccofnyp@gmail.com, <http://veteranvintagemotorcycleclubofnyp.webs.com>

Vincent HRD Owners Club NSW Section Inc.

Runs, rallies, social events, club permits, newsletter. Meetings - Last Monday of the month (except December) 8pm at Concord RSL, Nirranda St, Concord West, Sydney. Email: newsouthwales499@voc.uk.com or PO Box 1565, Macquarie Centre, NSW, 2113.

Vincent HRD Owners Club Victoria Section Inc.

Runs, rallies, social events, club permits, spares, newsletter. Meetings first Friday even months 8.00pm Ladies Lounge, East Malvern RSL, 9 Stanley Grose Dr. East Malvern. Email: victoria499@voc.uk.com or PO Box 79, Monbulk Victoria 3793. Phone Delia (03) 9752 0803

Vintage Enduro Riders Inc.

(VERi) conducts non competitive vintage enduro (vinduro) events for pre 1985 trail and enduro bikes. Events for registered and unregistered bikes, with emphasis on fun. Secretary Peter Drakeford 0422 299 003 or John O'Brien on 0457 844 512. Em: verivinduro@gmail.com Web: www.verivinduro.com.au

Vintage Japanese Motorcycle Club Australia

Preservation and enjoyment of classic Japanese motorcycles. All marques welcome, active calendar, 20+ branches. Contact PO Box 254, Modbury North, SA 5092. Email: vjmcmembership@gmail.com or ring Mick Godfrey 0401 196 922. Website: www.vjmc.org.au

Vintage Motor Cycle Club Of Australia (NSW) Inc.

Meeting third Wed. month. Veteran Car Club Hall, 134 Queens Rd, Five Dock. Established 1955 for machines up to 1947. Monthly events & newsletter. Annual Vintage and Veteran Rallies. Spares and Library. Ph: (02) 9624 1262. Email: vmccnsw@hotmail.com

Vintage Motorcycle Club of Tasmania

Regular runs, meetings/activities. PO Box 110, Lindisfarne, TAS 7015 or Ph: Keith Tattam (03) 6272 1976 or David Moore (03) 6248 1538.

Vintage Motorcycle Club of Victoria Inc.

Founded 1964, caters for m/cycles manufactured prior to Dec.31, 1942, also military use in WWII. Meets first Thurs. month at 8pm in VDC Clubrooms, Factory 8/41 Norcal Rd, Nunawading 3131. Melway 48G11. Membership enquiries John Street 0417 558 214.

Vintage Motorcycle Club of WA Inc.

585 members and 1300+ motorcycles. Short runs to full days, rallies, tours, hill climbs, annual swap meet, static displays, restoration info. Meetings 8pm, 1st Wednesday of month cnr Hale Road & Tonkin Freeway, Wattle Grove, Motor Club Complex, WA website www.vvmccwa.com Ph: 0487 799007. PO Box 2171 Clarkson, WA, 6030 Em: vmccwa@westnet.com.au

Williamstown Motorcycle Club Club

Fun social riding. All welcome, any type of bike. No attitudes. Club Meetings: First Tuesday of month (ex January), 8:00 pm, Customs House Hotel, 161 Nelson Place, Williamstown, VIC, 3016 Contact: Sandy (President) 0418 389 791 or Anne (Secretary) 0412 899 265. Email Address: info@wmcc.org.au Website: www.wmcc.org.au

Yamaha XS650 Club of Australia Inc. (NSW)

Several Club rides per year and all members receive a bi-monthly Club newsletter. Currently 230+ members across Australia and internationally, with active presence in each Australian state. Club Secretary Ph: 0404 082 953 Em: secretary@xs650.org.au Post: PO Box 115 Rooty Hill NSW 2766 Website: www.xs650.org.au

Yorke Peninsula Vintage, Veteran & Classic MC Inc

Meetings 2nd Thursday each month at clubrooms, Yorketown SA. Club outings 3rd Sunday each month. Treasurer Les Schwab PO Box 131 Yorketown 5576. Ph: (08) 8852 1834 or Leon Hall (08) 8837 3226

ATTENTION CLUB SECRETARIES - Club Rally stickers **FREE!**

Here's a win-win idea. Every rally rider should have a small headlight sticker on his or her bike, and it is something that is important to us at the magazine because it helps us identify who's who when it comes to sorting through photographs prior to publication. To save you, the Club Rally Secretary, the trouble of having these printed or hand-writing them, we've done it for you! These snazzy stickers measure (100mm x 70mm) so they fit easily onto a headlight without covering the whole thing, and come in sheets numbered 1-250. All you need to do is email the Editor at scaysbrook34@bigpond.com with your details and we'll organise a sticker a pack to send to you, free of charge, in plenty of time for your next rally.



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OCTOBER

Sunbeams in Oz Rally

2-4 October, 2015 – Crows Nest, Qld.

45km north of Toowoomba on New England Highway, conducted by Coffs Harbour & District Motorcycle Restorers Club. Rides each day, including early bird rides Wednesday and Thursday. Accommodation Crows Nest Motel or Crows Nest Tourist Park. Details from CH&DMRC, 8 Weir Street, Nana Glen NSW 2450.

V&VMCCSA Motorcycle Only Swap Meet

4 October, 2015 – Balhannah Oval.

Static display of restored and original motorcycles, country-style catering, camping Saturday night. Sites \$15 entry \$5 Contact: peter Yates 0408019950 or email secretary@vvmccsa.org.au

Antique Motorcycle Club of Aust. Inc 10th National Veteran Motorcycle Rally

4-9 October 2015 – Ararat, Victoria

We anticipate between 150 - 200 veteran bikes. Contact Jenny Sargent Ph: 03 53524850, Mb: 0418509160, Email: sargejdj@bigpond.net.au

2015 Australian Historic Road Racing Championships (AHRRC)

8-11 October, 2015 – Mallala SA.

For further details contact Danny Ahern 0407 826 951

11th Wagga Classic Motorcycle Rally

10-11 October, 2015 – Wagga Motorcycles, Sturt Hwy.

Vintage to modern bikes welcome. Enjoy the winding back roads and views of the eastern Riverina. Saturday short & long rides; lunch; dinner with trophy presentation. Sunday short ride. Inquiries to Ray 0429353683 raybitchall@bigpond.com or Anita 02 69253097 laidawe@exemail.com.au

Veteran, Vintage & Classic MCC Inc. Rally

10-11 October 2015 – Broken Hill, NSW

VVV&CMCC Inc. are holding a motorcycle rally after an absence of many years. Saturday ride approx. 220km, lunch \$10 pp, evening meal payable at venue (Musicians Club). Sunday ride approx 80km visiting Umberumberka Reservoir, Silverton. Lunch at Penrose Park (cost \$10 pp). Morning/afternoon tea plus Lead riders and backup vehicles provided. Info contact Joe 0419 435 495 or Paul 0419 241 691. All motorcycles must be registered.

6th Melbourne to Maffra Rally

10-11 October 2015 – Melbourne Vic.

Open to all vehicles over 15 years of age. 300km per day with back-up vehicles. Dinner at Maffra Saturday night. Picnic on Sunday at Gippsland Vehicle Collection. Info from Ian (03) 5147 2118 or iankennedy.7@bigpond.com. See www.gippslandvehiclecollection.org.au

All Italian Day

11 October, 2015 – Tomago House, Tomago NSW.

Bikes, cars, food. Trade enquiries welcome. Gates open for exhibitors 7am, public 9.30am. Contact Graeme.studdert@tpg.com.au or 0400 635064.

Barossa Valley Classic Motorcycle Club Rally 18 October 2015 – Nuriootpa Sports Ground, SA.

8:30am Pre-registration for rally & meals by October 9th. For entry forms contact: bvcmcc@hotmail.com.au or Adrian 0457 440 069

North Gathering (South)

18 October, 2015 – Stanwell Park Beach Carpark

10am – 2pm. All Nortons welcome. Coffee & food available. Will video for YouTube. Info: ben 0405 539587.

Classic Riders Club of Goulburn 24th Annual Classic Ride

24-25 October, 2015

Information and entry form...
www.classicridersclubgoulburn.com.au/documents

Laidley Motorcycle-only Swap

24-25th October, 2015 – Laidley, Qld

Includes a bike show on the Sunday morning. Info: www.historicmotorcycle.org.au or Brian 0459211365

VMCC 60th Anniversary Rally

29 Oct – 1 November – Cowra, NSW

With runs suitable for veteran and vintage bikes pre-1948. Call Antony Gullick 0415 284 620 or 02 9774 2376. Entry forms be on website www.vmcc.org.au

34th Thunder Rally

30 Oct – 1 November, 2015 – Sheba Dams Recreation Area (Nundle, 40k south of Tamworth).

Excellent raffle prizes, incl. vouchers for bike gear and more. Search 'events' at www.docnsw.org.au online banking available to submit your payment. Every dollar we save on postage, is another dollar we can give the Royal Rehabilitation Centre, Spinal and Brain Injury. Don't forget your fishing gear, some beautiful trout have been caught right at the site! Phone enquiries, call President Vinnie Buck 0412 366 781 or Aunty Mal 0404 002 427.

NOVEMBER

28th Great Canberra Swap Meet

1 November 2015 – Exhibition Park, (EPIC), Northbourne Avenue, Canberra, ACT.

Presented by the Veteran, Vintage & Classic Motorcycle Club ACT Inc. Info phone 0428 697 105, email 2015swapmeet@vvmcc.org or website www.vvmccact.org

The 59 Club Australia & Crusaders Scooter Club Mods vs Rockers 2015

1 November 2015 – Bridie O'Reilly's Pub, 29 Sydney Rd (Cnr Brunswick Rd) Brunswick Vic.

Starting at 11.30. Live Bands, Trade Stalls, BBQ, Show n' Shine, Raffle. Entry \$10 All profits to OzChild www.the59club.org.au

Downunder Jampot Rally

6-8 November, 2015 – HQ at Goldpanner Motel, Kelso NSW

For AJS and Matchless motorcycles. Rides through Sofala, Hill End and gold mining districts. Contact: David de Lapp – Email: david.delapp1@gmail.com

BSA National Rally

6-8 November, 2015 – Clare Valley, South Australia.

Contacts Jeff Jones 0414477758, Mal Mackay 08 84452766 or Paul Murphy 0498800838. More details on our website www.bsasa.org.au

Albany Vintage & Classic MC Hill Climb Weekend

7-8 November, 2015 – Stirling Tce, Mt Clarence (Sat AM) – Albany, WA (Sunday)

Sat morning: Motorcycle Display from 9am-12pm, music, food etc. Sat afternoon: Poker Run \$15 (includes coffee & cake) entries close at 11.45 am. Sun: Hill Climb, entry \$50, spectators \$5. Enquiries: Garry Blake: 0409 294 060 Ronnie Jellesma: 08 9845 1278 Bob: Rees: 0428 915 556. See club website: www.avcmc.iinet.net.au

South West Touring Club Inc.

34th Annual Fish Holes Motorcycle Rally

13-15 November 2015 – Fish Holes site, Enduro Road near Portland, Victoria (follow signs from Shell servo at Portland).

Fully catered, No B.Y.O. Showers/toilets/firewood supplied. Music Friday night, Gymkhana Saturday arvo, band Saturday night. No glass, no cars, no walk-ins, registered bikes only. Entry fee prepaid \$20 or at gate \$25. Enquiries 0418 528 002 or 0401 522 786.

Ross Motorcycle Rally

22 November, 2015 – Ross Oval, Tasmania.

Contact Howard Burrows (03) 62602993.

Walcha Challenge TT

20-22 November, 2015 – Walcha NSW

For entry form and details contact Neil Weir 0404041627 or tdvcmc@gmail.com

Touring Trophy (Taree & District Vintage & Classic M/Cycle Club) – a handicapped touring event focused on club registered machines up to 1985, but open to all Historic Club members on machines up to 2015. Arrive Friday 20th and register, compete and trophy presentation dinner Saturday 21st, return home Sunday. Free admission, for entry form and details contact Neil Weir 0404041627 or tdvcmc@gmail.com.

Bendigo Historic Motorcycle Club Tribute To Turner Rally 2015

27-29 November, 2015 – Llanelly, Vic

For Ariel Square Fours and Triumphs to 1964. For entry or further details phone Rex or Pam Jones (03) 5441 4473, 0407 683 376 or email: rexyjones37@gmail.com

DECEMBER

BHMC Inc Motorcycle Only Swap Meet

6 December 2015 – Llanelly Public Hall Reserve between Newbridge and Tarnagulla, via St.Arnauds Rds (B240 Melway Country Vic Roads re 43.F5.)

O/Night Camping on site \$5.00. Food available on site \$5.00 donation entry. Info: Rex Jones 03 5441 4473 or 0407 683 376. Em: rexyjones37@gmail.com

JANUARY 2016

Classic Riders Club of Goulburn Great Southern Motorcycle Only Swap Meet 17 January, 2016 – Goulburn Showground NSW.

Sites \$15, setup from noon Saturday. Lookers \$5 from 6am Sunday. Breakfast and drinks. Contact Keith 02 4821 6213, Wayne 0437 401 033, Mark 02 4821 7992

MARCH 2016

Vintage Japanese Motorcycle Club National Rally

4-6 March, 2016 – Canberra ACT.

Headquarters Alvio Tourist Park, Kunzea St O'Connor (02 6247 5466). Enquiries: VJMC.Rally@gmail.com

Illawarra Classic Motor Cycle Club Red Scarf Rally

12-13 March, 2016 – Based at Kiama on the NSW South Coast.

For more info contact the organising secretary Barbara Jents on 0410 566369 icmc.club@gmail.com

Annual NZ Mail Run Rally

19 March 2016

More information will be forthcoming. Contact organiser Jim Lord hbcmailrun@gmail.com



Kawasaki SG250

Born a Meguro



Morini 3 1/2

Half pint vee



ESO Scrambler

Iron Curtain tough

Old Bike Australasia No.55
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Edgar Jessop

Rank outsider

Wartime and food shortages go hand in hand. Sir Carruthers Spagforth, eager to curry favour with his pals in Whitehall as the WW2 crisis deepened, made the seemingly magnanimous offer to donate unlimited produce from his cabbage farms in Latvia.

In reality, he had plans to convert the agricultural land to factories producing wartime versions of the despised and dysfunctional Spagforth Goo-fly 2-stroke, utilizing the dirt-cheap labour that would become available once the cabbage production ceased. None the wiser to this nefarious plan, the British government accepted his munificence with alacrity, and shiploads of cabbage began arriving in English ports, to be quickly distributed to the ravenous population.

Unfortunately, this highly volatile diet had major consequences, particularly upon the sensitive digestive systems of the very young. Infantile Flatulence became a very real and miasmatic problem, and the British Health Minister ordered Sir Carruthers, whom he saw as the perpetrator of the dilemma, to provide a solution – and quickly.

The guvnor, quickly sensing another opportunity for well-paid military production, immediately briefed his engineers to confront the issue, and their solution was the Spago-Mephitis pram. This robust device used

wheels from the Spagforth Aisle Raider shopping trolley, with bodywork sourced from surplus Bristol Beaufort fuel tanks. Importantly, fresh air was drawn into the infant's compartment by a fan located in the belly, then passing through a series of granular activated carbon filters before being expelled through an exhaust stack in the ceiling. However in cases of HIF (Hyper Infantile Flatulence), the pram-pusher was also required to wear a gas mask certified by the Royal Society of Chemistry. In the relatively rare cases of UHIF (Ultra-Hyper Infantile Flatulence), these masks proved inadequate and a fully pressurised oxygen-fed suit was required.

Needless to say, the War Ministry rejected the cumbersome Spago-Mephitis out of hand, cancelled the cabbage shipments, and withdrew subsidies for the Spagforth Goo-fly. With the cabbage plantations already decimated, Sir Carruthers went ahead with the conversion of the plots to factories, producing a version of the Spago-Mephitis modified to collect and store bat guano for processing into solid rocket fuel. ■



The prototype Spago-Mephitis during test runs in Coventry.



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